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6-23-97

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180274TTH

1/2

180274TT/H

CSX

TRANSPORTATION

DETROIT DIVISION

TIMETABLE

No. 5

A



EFFECTIVE
TUESDAY, OCTOBER 1, 1996
AT 0200 HOURS
CSX STANDARD TIME

6250

M.A. Hinsdale
Assistant General Manager

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PHONE NUMBERS

Emergency only:

Detroit Division Chief Dispatcher 1-800-232-0145

Non-Emergency situations:

Detroit Division Chief Dispatcher
(Bell) 1-904-381-2785
(Company) 8-388-2785

Detroit Division Safety Hot Line

(Company) 8-492-4919
(Bell) 1-313-464-4919

OPERATION RED BLOCK CAPTAINS

<u>Name</u>	<u>Phone</u>
System Coordinators -	
E.S. Pack	304-645-4604
G.L. Muneio	313-981-7056
Team Captains -	
Detroit, MI.	
J. Waiter	313-941-7023
Flint, MI.	
R. Goller	810-687-0515
Grand Rapids, East, MI.	
R. Woodford	616-457-9418
Grand Rapids, West, MI.	
R. Wagner	616-531-3142
Ludington-Maniste, MI.	
J. Starke	616-843-8459
Plymouth-Wixom-Wayne, MI.	
D. Darling	313-453-6791
Saginaw, MI.	
T. Jolliffe	517-835-5160
Sarnia, and St. Thomas, Canada	
P. Yeandle	519-631-1068
Walbridge, OH.	
C. Banks	419-693-7511

DETROIT DIVISION

12780 LEVAN ROAD
P. O. BOX 3316
LIVONIA, MI 48150

Detroit Division Officers

M.A. Hinsdale
Asstant General Manager

C.E. Martin
Division Engineer

T.J. Swisher
Div. Superintendent

L.W. Fulton
Asst. Div. Superintendent

R.L. Ham
Mech. Superintendent

D.C. McManaman
Office Manager

W.R. Johnson
Chief Train Dispatcher

R.R. Murdock
Asst. Claims Manager

Location and Names

Flint, MI

D.A. Marinski
R.E. Ballard

Title
Trainmaster
Assistant Trainmaster

Grand Rapids, MI

D.J. Hansford
P.C. Sauve
M.R. Wernette
D.S. Novak

Trainmaster
Trainmaster
Assistant Trainmaster
Road Foreman of Engines

Jacksonville, FL.

C.W. McCormick

Dir. Corridor Operations

Lansing, MI.

W.F. Hanley

Trainmaster

Livonia, MI

D.R. Winsett

Division Chief Police

Muskegon, MI.

R.W. Schofield

Trainmaster

Metropolitan Detroit, MI

J.R. Horner
D.L. Haynes

Terminal Manager
Trainmaster

Location and Names

Metropolitan Detroit, MI – continued –

J.A. Himes
K.P. Goff
D. Cox
J.A. Bradley

Road Foreman of Engines
Trainmaster
Assistant Trainmaster
Assistant Trainmaster

Midland, MI

S.L. Holland

Assistant Trainmaster

Plymouth, MI

L.A. Welsh
R.T. Corliss
B.H. Brown

Trainmaster
Assistant Trainmaster
Assistant Trainmaster

Saginaw, MI

B. Reynolds

Terminal Trainmaster

Walbridge, OH

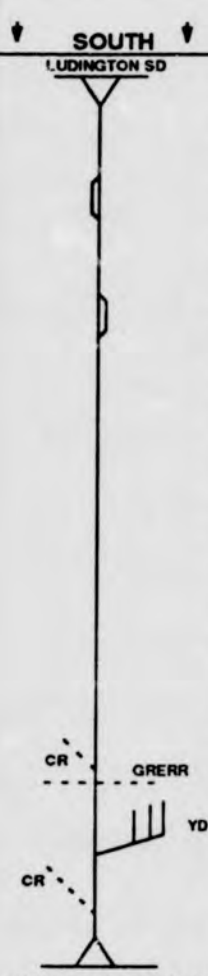
D.L. Sprandel
P.J. Murphy
K.C. Brownlow
E.J. Koprowski
M.J. Smith
V.A. Hickman
T.H. Mulinix

Terminal Superintendent
Terminal Trainmaster
Terminal Trainmaster
Trainmaster
Trainmaster
Road Foreman of Engines
Assistant Trainmaster
Trainmaster

10.0 BALDWIN SUBDIVISION-BW

11.0 STATIONS LISTING AND DIAGRAM

12.0 METHOD OF OPERATION

MP/ Ctr Pt		STATIONS	SDG CAP (Ft)
CGE73.4		Baldwin	
CGE63.3		10.1 Bitley	
CGE58.6		4.7 Kopje	2650
CGE57.8		0.8 Brohman	
CGE47.2		10.6 White Cloud	3400
CGE40.9		6.3 Drew	
CGE36.2		4.7 Newaygo	
CGE29.3		6.9 Grant	
CGE20.0		9.3 Kent City	
CGE14.9		5.1 Sparta	
CGE5.5		9.4 Comstock Park	
CGE3.6		1.9 Turner St.	
CGE3.0		0.6 Fuller	
CGE0.8		2.2 Westside Yard	
CGE0.7		0.1 Watson Yard	
CGE0.0		0.7 Sunnyside	
73.4 MILES SUNNYSIDE TO BALDWIN			

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Ludington	Detroit	21
Grand Rapids Term.	Detroit	13

12.1 AUTHORITY FOR MOVEMENT

Table 2. Authority for Movement

Between Location/Mile Post	Rules
Baldwin and CGE72.5	93 See Note 2 & 3
CGE72.5 and CGE3.6	120-132
CGE3.6 and CGE2.9	243-247(93)
CGE2.9 and Sunnyside	265-271

Note:

1. Rules 265-272 are in effect on both legs of Sunnyside Wye.
2. Permission must be obtained from the "AW" Train Dispatcher before entering main track.
3. On-Track Equipment Instructions - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

12.2 DTC BLOCK LIMITS

Between Baldwin And Sunnyside

Table 3. DTC Block Limits

Between Location/Mile Post	Block Names
CGE72.5, Baldwin and CGE58.1, South Switch Kopje Siding	Kopje
CGE58.1, South Switch Kopje Siding and CGE47.2, South Switch White Cloud Siding	Cloud
CGE47.2, South Switch White Cloud Siding and CGE28.8, South Switch Grant	Grant
CGE28.8, South Switch Grant and CGE14.0, South Switch Sparta	Kent
CGE14.0, South Switch Sparta and CGE3.6, Turner Street	Stock

12.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 4. Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CGE2.9 and Sunnyside	Sunny

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 5. Maximum Authorized Speed

Between Location/Mile Post	MPH
Baldwin and Sunnyside	40

13.2 SPEED RESTRICTIONS

Table 6. Speed Restrictions

Between Location/Mile Post	MPH
Ludington Subdivision and Apex of Wye	15
Kopje Hill, CGE58.8 and CGE60.8	30
White Cloud-Curve CGE46.9 and CGE 47.2	10
Newago-Over Bridge No. 189.2 CGE36.4 and CGE36.5	25
Grant-CGE28.8 and CGE30.0	30
Grand Rapids CGE5.5 and Sunnyside	25
Sunnyside-On East and West Legs of Wye	10
Baldwin/Ludington Wye, CGE73.3 and CGE73.7	10

13.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered milepost location listed below:

CGE72.0 and CGE62.0
CGE30.0 and CGE10.0

14.0 EQUIPMENT RESTRICTIONS

Table 7. Equipment Restrictions

Location	Equipment	Restriction
Newago: CGE36.2 Michigan Agri Commodities	All Engines	Must not go under loading spouts. Use 6 or more reachers.
Newago: Bridge No. 189.2 CGE36.5	GP38, GP39, GP40, SD7, SD9 SD18, SD20-1, SD35, SD40, U30B, U30C, GP40-2, SD40-2, SD50, B30-7, U23B	Must not exceed 20 MPH
Newago: Bridge No. 189.2 CGE36.5	Cars with gross weight exceeding 270,000 lbs.	Must not exceed 10 MPH.

1. Restricted Equipment Rule 34 will apply at the following locations.

CGE71.3 and CGE71.1
CGE48.5 and CGE48.3
CGE5.5 and CGE5.2
CGE0.9 and CGE0.7

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.58 DEFECT DETECTORS

Table 8. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Bailey CGE25.9	AD	Voice Instructions
White Cloud CGE50.5	AD	Voice Instructions
Bitely CGE64.0	AD	Voice Instructions

15.83-A TRAIN BULLETIN AND RELEASE FORM

1. Trains using Sunnyside wye tracks between Sunnyside and Front Street will be governed by train messages on the Grand Rapids Terminal Subdivision.

15.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 9. Railroad Crossings at Grade

Location	Rail- road	Pro- tection	Rule
Fuller CGE2.6	GRERR	Remote	See note.

Note:

Fuller - When "Stop" aspect is displayed by absolute signal governing movement over GRERR Crossing, after securing permission of the train dispatcher, conductor or engineer will:

1. Determine GRERR train or engine is not fouling or approaching crossing;
2. Pass signal at least 30 feet but not foul crossing;
3. Wait five (5) minutes; and
4. Proceed at Restricted Speed to the next signal.

15.100 ROAD CROSSINGS AT GRADE

Grand Rapids:

Ann Street - Operating circuit extends 34 feet north and 82 feet south from edge of crossing. Trains and engines will occupy operating circuit but not foul crossing until flasher lights have operated at least 30 seconds.

Bridge Street through Richmond Street - Train crews performing switching operations over Bridge Street (CGE1.1) through and including Richmond Street (CGE2.6) must protect movements over these crossings with a crew member. Such protection between sunset and sunrise and during inclement weather must include the use of a lighted fusee.

Lake Michigan Drive - Movement approaching crossing on switching lead must not exceed 5 MPH. Supplemental key control box is located on instrument house to be used for movements on switching lead north of crossing

15.104 SWITCHES

1. Hand-Operated Switches

Baldwin - South Wye switch must be left lined for movement to the West Wye.

15.105 USE OF SPECIFIED TRACKS

Baldwin, East Leg of Wye - Trains, engines and track cars will be operated in accordance with Rule 105.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 10. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Sparta	Continuous	08	Wayside
Grant	Continuous	08	Wayside
White Cloud	Continuous	08	Wayside
Bitely	Continuous	08	Wayside

Note: AW Train Dispatcher call-in number is 3.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

16.0.MISCELLANEOUS INSTRUCTIONS

Handling Southward Trains Through Newaygo - To keep dynamic forces at the lowest possible level, southward trains must be handled by one of the following procedures:

1. Power Braking Method:

With train speed of 30-40 MPH in the vicinity of CGE39.0, continue to use power and apply the train brakes starting with a minimum reduction. Do not permit locomotive's brakes to apply. Make additional service applications and modulate the throttle in order to maintain the desired speed descending the grade. As the train moves off of this grade (CGE36.5), gradually increase throttle in order to control speed to prevent slack from bunching. Endeavor to get as much of the train as possible off the heavy descending grade, consistent with maintaining a speed of not more than 20 MPH, before releasing train brakes.

After releasing train brakes, gradually increase throttle in order to accelerate train and keep train stretched.

2. Dynamic Brake Method:

Have train speed reduced to 20-25 MPH approaching CGE38.0 and gradually apply the dynamic brake. Modulate the dynamic brake in order to keep speed between 20-25 MPH descending the grade. Using the dynamic brake in this speed range should control the train speed without use of the train brakes. As train moves off descending grade, gradually release dynamic brake and use power as required.

In the event it becomes necessary to use train brakes to control speed, make certain train slack is bunched with dynamic brake before train brakes are released.


NOTES:

NOTES:

NOTES:

20.0 DEAN SUBDIVISION-Z5

21.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CB0.7	SAGINAW TERM SD	Mershon	5060
3627		10.3	
CB11.0		Freeland	4820
3626-3625		7.2	
CB18.2		Dean	
3624		1.0	
CB19.2		Midland	
18.5 MILES MERSHON TO MIDLAND			

21.1 DIAGRAM CROSS-REFERENCE

Table 11. Diagram Cross-Reference

Subdivision	Division	Page
Saginaw Terminal	Detroit	39

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 12. Authority for Movement

Between Location/Mile Post	Rules
CB0.7 and CB17.2	265-271

22.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 13. Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CB0.7 Mershon and CB10.8 east switch Freeland Siding	Lawn
CB10.8 east switch Freeland Siding and CB17.2 Dean	Dean

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 14. Maximum Authorized Speed

Between Location/Mile Post	MPH
CB0.7 and CB17.2	40

23.2 SPEED RESTRICTIONS

Table 15. Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision-Trains in excess of 7000 tons	35
CB0.8 and CB1.1 (Head end only)	20
Midland - Tittabawassee River Bridge on Industrial Spur to Consumers Power Company	10
Note: Dow Chemical Unit Trains (Trains R238 and R239) are restricted to 30 MPH.	

23.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked between the first encountered milepost locations listed below.

CB3.0 and CB7.0

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.14 ENGINE HORN

Engine horn will be sounded as follows:

Dean - Two short blasts of horn approaching Dow private crossing at west end Dean Yard.

25.58 DEFECT DETECTORS

Table 16. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Lawndale, MI CB6.1	AD	Voice Instructions

25.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Midland - Yard Office

25.100 ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

- Freeland and Mershon Passing Sidings** - Due to rusty rail conditions, trains and engines must approach automatic grade crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are operating properly or crossings are protected by a crew member on the ground at the crossing.
- Entire Subdivision** - Due to rusty rail conditions, light engines must approach crossings on all tracks prepared to stop and must not foul crossing unless automatic grade crossing warning devices are operated properly or crossing is protected by crew member on ground at the crossing.

2. Rusty Rail Conditions -

- a) Due to rusty rail conditions, trains or engines must approach automatic grade crossings, between CB2.0 and CB16.0, prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are operating properly or crossings are protected by a crew member on the ground at the crossing.

25.104-A - SWITCHES

Dean Yard

1. The normal position of switch at West end of West No. 4 track is lined for main track movement.

25.105 USE OF SPECIFIED TRACKS

1. Midland, Dean Yard -

1. **Weigh-In-Motion Scale** - is located in No. 3 track and is certified to weigh:

Pulling west to east

Shoving west to east

Speed lights located 1,000 feet east and west of the scale on the south side of No. 3 track, display the following aspects and indications:

Speed	Display	Indication
0.1 MPH-4.0 MPH	Continuous Yellow	Scale weighing
4.1 MPH-4.5 MPH	Flashing Yellow	Scale weighing, approaching critical speed
4.6 MPH and above	Lights Out	Scale shutdown, account over-speed

In the event the scale should shutdown account over-speed, stop must be made and Dean Yard Office contacted immediately. Reweighing will be required.

2. Weighing Instructions:

- a) Scale sensing devices are located 300 feet east and west of scale. Stop movement for a period of 2 minutes to allow liquid in tank cars to stabilize, before passing device.
 - b) Proceed at a speed not exceeding 4 MPH while weighing cars.
 - c) Speed lights will be extinguished after last car is weighed.
 - d) Contact Dean Yard Office for further instructions, if stop is made on scale.
 - e) THE USE OF SAND ON SCALE IS PROHIBITED.
3. Speed must not exceed 4.5 MPH over scale in a non-weighing mode.

25.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 17. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Freeland	Continuous	08	Wayside
Midland	Continuous Mon-Fri; 0800-1700 Sat; 0800-1600 Sunday	08	Terminal

Note: The AX Train Dispatcher call-in number is 4.

AX Train Dispatcher radio channel is 84.

AX Train Dispatcher telephone No. is 1-800-435-2219.

26.0 MISCELLANEOUS INSTRUCTIONS

1. Midland, Dow Chemical Plant - Smoking is prohibited. Electric lanterns, only, will be used.
2. Midland, Dow Chemical Plant - Cutting off cars in motion inside Dow Chemical is not allowed.

NOTES:

30.0 DETROIT SUBDIVISION-DT

31.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CH1.0	END OF TRACK	Detroit 15th St.	
CH4.5	ROUGEMERE YD	3.5 Delray	
CH6.6	WEST BELT JCT.	2.1 Rougemere	
CH7.7	CR	1.1 Michigan Ave.	
CH8.7	OAK YD	1.0 P Company	
CH12.5	No. 1	3.8 Oak	
3709		5.4 Middlebelt	
CH17.9	MIDDLE BELT YARD	2.1 Stark	
3706		3.0 Eckles	
CH20.0		1.1 Hines Park	
3707	EAST YD	0.4 Plymouth	
CH23.0	SAG. SD		
CH24.1	SAGINAW SD		
CH24.5	PLYMOUTH SD		

**24.9 MILES
DETROIT TO PLYMOUTH**

Where Rule D-251 is in effect, the direction of traffic is:

No. 1 Track - Westward

No. 2 Track - Eastward

31.1 DIAGRAM CROSS-REFERENCE

Table 18. Diagram Cross-Reference

Subdivision	Division	Page
Plymouth	Detroit	29
Saginaw	Detroit	41

32.0 METHOD OF OPERATION

32.1 AUTHORITY FOR MOVEMENT

Table 19. Authority for Movement

Between Location/Mile Post	Rules
Delray-Conrail and NS Crossings	255-259
CH6.6 and CH24.9	265-271

Note:

- Rules 265-271 are in effect on the following tracks:

North 10 Track between Beck Road and crossovers at east end of North 10 Track, Plymouth.

South 1 Track including Southwest Wye, Plymouth.

Northeast Wye Track and Southeast Wye Track, Plymouth.

- All CP-SOO trains will notify the "AW" Dispatcher, giving train length, at the following locations:

a) Before departing Plymouth

32.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 20. Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
No. 1 Main CH6.6, EAS Rouge Telegraph and CH8.7 Crossover P Company Jct.	Rouge
No. 2 Main CH6.6, EAS Rouge Telegraph and CH8.7 Crossover P Company Jct.	Rouge
CH8.7 Crossover P Company Jct. and CH13.2 Crossover West End Oak Yard	Oak
CH13.2 Crossover West End Oak Yard and CH17.0 Crossover Middlebelt	Belt
CH17.0 Crossover Middlebelt and CH20.0 Crossover Stark	Stark
CH20.0 Crossover Stark and CH23.0 Crossover Eckles	Eckle
No. 1 Main-CH23.0 Crossover Eckles and CC81.9 NE Wye Plymouth	Village
No. 2 Main-CH23.0 Crossover Eckles and CH24.5 WAS Plymouth	Village

32.4 EXCEPTED TRACKS

West Detroit Branch

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 21. Maximum Authorized Speed

Between Location/Mile Post	MPH
CH6.6 and CH24.9	45

33.2 SPEED RESTRICTIONS

Table 22. Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision - Trains in excess of 7000 tons	35
CH4.5	20
CH6.6 and CH7.9 (Head end only)	20
Over Detroit Street and highway crossing at grade between CH10.1 and CH14.2	30
CH24.3 to CH24.9	30
Plymouth - On Northeast, Southeast and Southwest Wye Tracks	15
Plymouth - On Northwest Wye and No. 10 Track	10
Through 2nd Crossover West of west end East Yard CH24.1	10

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered milepost locations listed below:

CH15 and CH17

34.0 EQUIPMENT RESTRICTIONS

1. Train classification instructions for empty 80 feet and longer cars in trains en route Plymouth Subdivision - See Section 114.1, Item 1, of Plymouth Subdivision.
2. **Detroit River Tunnel:** When advised by message that train includes trailers on flat cars with dimensions as follows:

Table 23. Equipment Restrictions

Dimensions	MPH
Eastward Track: 16'05" high above top of rail at 8'00" wide 16'02" high above top of rail at 8'06" wide	20
Westward Track: 16'01" high above top of rail at 8'00" wide 15'10" high above top of rail at 8'06" wide	20

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.58 DEFECT DETECTORS

Table 24. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Between Beech Daly and Inkster CH16.4	JDD	Voice Instruction

35.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Rougemere, Yard - Crew Room

Plymouth, Yard - Crew Room

35.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 25. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Fullerton (UB)	CR	Stop Sign	Proceed when clear
Plymouth CH24.5	CSX	Remote	Note 1

Note:

1. **Plymouth -** When absolute signal governing movement over CSX crossing displays "STOP" aspect, after contacting CSX train dispatcher, conductor or engineer will:
 - a) Determine that train or engine is not fouling or approaching crossing;
 - b) Pass signal at least 30 feet but not foul crossing;
 - c) Wait 5 minute time interval;
 - d) Before proceeding, it must be known that all switches are lined for movement. A member of crew must remain at power operated switch (unless dual control switch has been secured in hand throw position or non-dual control power operated switch has been spiked) until leading unit or car reaches switch, to give hand signal to stop should the switches change movement. After movement reaches first switch enroute (when there are other switches), employee must precede movement over remaining switches to be in position to give hand signal to stop should any of the switches change position.
 - e) Proceed per Rule 233.

35.100 ROAD CROSSING AT GRADE

1. Providing Crossing Protection

a) Union Belt:

- 1) **Grade Crossings East of Delray Interlocking -** Train and engine crews must not foul crossing until gates are down and flasher light signals have operated at least 20 seconds, unless protected by a member of the crew on ground, displaying red fuses on both side of crossing.
- 2) **Clark Avenue -** A CSX radio has been put in the Clark Avenue crossing tower and all CSX train and engine crews departing from 21st Street or the NS Boat Yard will call Clark Avenue before departing so the crossing tower operator can lower the crossing gates at West Grand Boulevard and Jefferson Avenue to protect movement over said crossings.

- 3) **West Grand Boulevard, Linwood Avenue, Swain Avenue, Scotten Avenue, McKinstry Avenue, Summitt Avenue, Clark Avenue** - Simultaneous movements of trains and light engines must not be made at any time.

b) **West Detroit Branch:**

- 1) **Warren Avenue** - Trains or engines between Tireman and Buchanan Avenues must not exceed 6 MPH approaching Warren Avenue.
- 2) **Oak Yard, Burt Road** - Westward trains or engines from Oak Yard Lead or Siding must not exceed 15 MPH approaching crossing.
- 3) **Livonia, Inkster Road, Merriman Road, Stark Road, Levan Road** - Movement on Eastward Third Rail must not be made over these crossings unless gates are down or crossings are protected by a member of the crew on ground.
- 4) **Haggerty Road, CH23.8** - Movement on switching lead at Haggerty Road, eastward and westward, must not be made over crossing unless gates are down or crossing is protected by member of crew on ground at the crossing.

35.100-D CONSTANT TIME MOTION DETECTOR ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, Rule 100-D, Paragraph five applies:

Location	Crossing Name
CH23.7	Haggerty Road

35.103 SWITCHING

1. **Bids Terminal** - During normal switching hours, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If a switch is required, other than switching hours, a Bids Terminal Supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminals have been designated as terminals transferring hazardous materials and listed below are the switching windows at each location:

Table 26. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Detroit	Detroit, Mi.	1700 and 2030

35.104 SWITCHES

1. Hand-Operated Switches

Plymouth - Number 9 and 11 Track Switches, located at the south end of North Yard, must be left lined for North No. 10 Track after use.

35.105 USE OF SPECIFIED TRACKS

1. **East of Delray** - Movements between CH1.0 and CH4.5 will not enter the track without permission of the lead leverman at Delray, and will be governed by his instructions.
2. **Rougemere** -
 - a) Trains and/or engines will not occupy this track between CH4.5 and CH6.6 without receiving yarding instructions from the yardmaster at Rougemere.
 - b) Equipment entering the Diesel House Service Track at Rougemere Yard must not couple to standing units, unless otherwise instructed by Yardmaster at Rougemere.
3. **West Belt Junction** - Crews en route from Union Belt to CSX must obtain permission from the CSX Train Dispatcher before entering or fouling the Westward No. 1 Main Track.
4. **Middlebelt** - Trains setting off at Middlebelt Yard will leave cars in clear of switching lead. Westward Third Rail between Middlebelt and Merriman Roads will not be blocked with unattended equipment without permission of Yardmaster on duty at Plymouth.

35.110 EQUIPMENT RESTRICTIONS, RULES, DOUBLE STACKS

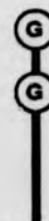
Table 27. Equipment Restrictions

Location	Equipment	Restriction
Between Delray CH4.5 and Oak Yard CH12.5 (See note)	Double Stack Cars	Must not exceed 10 MPH

Note: The placement restrictions, in equipment restriction rule 110, are waived.

35.C-280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH RULES C-281 THROUGH C-297

Rule C-281 as shown below applies to the Detroit Subdivision.



C-281

**Name - Clear
Indication - Proceed**

35.400 RADIO INSTRUCTIONS AND RADIO STATIONS

All road trains will monitor channel 08.

NOTES:

Table 28. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Detroit	Continuous	08	Wayside
Rougemere	Continuous	70	Terminal
Plymouth	Continuous	70	Terminal
Plymouth	Continuous	08	Wayside

Note: AX Train Dispatcher's call in number is 4

AX Train Dispatcher radio channel is 84.

AX Train Dispatcher telephone No. is 1-800-435-2219.

1. **Use of Radio, Plymouth Yard** - Yard crews will monitor Channel 20. Channels 08 and 70 are available. These crews will use Packset type radios on engine in addition to engine radio. Car Inspectors will use radio channels as follows:

Location/Job	Monitor Channel	Channels Available
Rougemere	35	08, 29, 70
Plymouth	35	08 & 70

2. Grand Rapids, Saginaw, Walbridge, and Canadian crews may retain portable radios, belts and holsters at Detroit until returning to their home terminal.

36.0 MISCELLANEOUS INSTRUCTIONS

1. **Protective breathing apparatus** - is available in the Trainmaster's Office, Rougemere, for crews operating through the Detroit River Tunnel.
2. **Close Clearances** - Because of close clearance at the following locations, employees are prohibited from riding the sides of cars:

Location	Track
Gateway Industrial Complex	Progressive Distribution

NOTES:

40.0 FREMONT SUBDIVISION-FR

41.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
CGD19.6	END OF TRACK	Fremont	
CGD16.4		3.2 Reeman	
CGD12.3		4.1 Holton	
CGD6.3		6.0 TwinLake	
CGD0.0	MONTAGUE SD	6.3 Berry	
19.6 MILES FREMONT TO BERRY			

41.1 DIAGRAM CROSS-REFERENCE

Table 29. Diagram Cross-Reference

Subdivision	Division	Page
Montague	Detroit	25

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 30. Authority for Movement

Between Location/Mile Post	Rules
CGD19.6 and CGD0.6	120-132
CGD0.6 and CGD0.0	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "AW" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

42.2 DTC BLOCK LIMITS

Between Fremont And Berry

Table 31. DTC Block Limits

Between Location/Mile Post	Block Names
CGD19.6 and CGD0.6	Free

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 32. Maximum Authorized Speed

Between Location/Mile Post	MPH
CGD19.6 and CGD0.0	25

44.0 EQUIPMENT RESTRICTIONS

Table 33. Equipment Restrictions

Location	Equipment	Restriction
Entire Subdivision	SD7, SD9, SD18, SD35, SD40, U23B, U30B, SD40-2, SD20-2, B30-7, SD50;	Must not operate on

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.100 ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

a) Fremont:

- 1) State Street - Trains and engines approaching crossing must not exceed 6 MPH until crossing is reached. All movements over crossing must be protected by a member of crew on the ground.
- 2) Main Street (M-82) - Unattended equipment must not be stored within 200 feet of crossing.

45.105 USE OF SPECIFIED TRACKS

Gerber Products:

1. Coal Hopper Unloading Facility -

- a) Trainmen are not permitted to work on east side of track inside gate.
- b) Trainmen must not walk on or stand on the grating covering the coal hopper.
- c) Not more than 3 cars will be placed on coal track at one time.

2. Do not switch plant between 1200 and 1300 hours. If a train is in this area between the above hours, all crossings must be cut and kept clear to permit vehicular traffic access to the plant.

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

AW Train Dispatcher's call-in number is 2.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

NOTES:

NOTES:

50.0 GRAND RAPIDS TERMINAL SUBDIVISION-GR

51.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CH148.1 3765	PLYMOUTH SD	Seymour	
CH151.0	No. 2 CR	9th Avenue Yd	2.9
CH151.3 3764	BALDWIN SD CR	Pleasant St	0.3
CH151.7	WYOMING YD	Sunnyside	0.4
CGT0.7	END OF MAIN TRACK	Plaster Creek	1.3
CGT2.0 3761	OLD 17	Lamar	1.5
CGT3.5 3759	YD GRAND RAPIDS SD		
7.1 MILES SEYMOUR TO LAMAR			

51.1 DIAGRAM CROSS-REFERENCE

Table 34. Diagram Cross-Reference

Subdivision	Division	Page
Baldwin	Detroit	1
Grand Rapids	Detroit	15
Plymouth	Detroit	29

52.0 METHOD OF OPERATION

52.1 AUTHORITY FOR MOVEMENT

Table 35. Authority for Movement

Between Location/Mile Post	Rules
CH148.1 Seymour and CH151.3 Pleasant Street	D-251
CH151.3 Pleasant Street and CGT1.9 Plaster Creek	265-271

Note:

- Rules 265-271 inclusive are in effect on the Sunnyside Lead between Plaster Creek and Sunnyside.

52.3 SUSPENSION OF SIGNAL SYSTEM

Table 36. Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CH148.1 Seymour and CH151.3 Pleasant Street	Seymour
CH151.3 Pleasant Street and CH151.7 Sunnyside	Pleasant
CH151.7 Sunnyside and CGT1.9 Plaster Creek	Plaster

52.4 EXCEPTED TRACKS

- Acme Lead
- City Market Spur
- Upper Industry Tracks, Nos. 43-53.
- Support Yard Tracks, Nos. 42-55.
- Coach and Rip Tracks, Nos. 21-41

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 37. Maximum Authorized Speed

Between Location/Mile Post	MPH
CH148.1 and CG3.5	25

53.2 SPEED RESTRICTIONS

Table 38. Speed Restrictions

Between Location/Mile Post	MPH
CH151.3 and CH151.7 Sunnyside (No. 1 Main)	10
CH151.3 and CH151.7 Sunnyside (No. 2 Main)	15
Sunnyside Lead-CH151.7 Sunnyside and CG2.0	20

54.0 EQUIPMENT RESTRICTIONS

Table 39. Equipment Restrictions

Location	Equipment	Restriction
City Market Spur	60 ft. or longer cars	Must not operate on
PM Pit Spur	60 ft. or longer cars & Engines	Must not operate on
High Speed Lead	85 ft. or longer cars	Must not operate on
Wyoming Yard: Scale Track	Engines	May operate over live rail of scale track not to exceed 5 MPH

Train classification instructions for empty 80 feet and longer cars in eastward trains at Pleasant Street.

Empty cars 80 feet and longer must be placed in the train in such a location that the trailing tonnage behind these cars does not exceed 5000 tons. Trains handling empty 80 feet and longer cars and operated with a helper locomotive on the rear of the train may add the tonnage rating of the helper locomotive to the trailing tonnage to determine the maximum tonnage behind the restricted cars.

Example: A train without a rear end helper may only have 5000 tons behind the restricted car. A train with one GP-40 helper on the rear may have 8250 tons behind the restricted car.

Helper locomotive consist on the rear of trains with 80 feet and longer cars will be limited to a maximum of 8 operative traction motors. When the number of operative traction motors exceeds 4, helper engineer will use no more than 800 amperes when speed is below 10 MPH or when starting train. When rear of train clears curves at Pleasant Street, power may be increased.

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.83-A TRAIN BULLETIN AND RELEASE FORM

1. Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Grand Rapids, Michigan - Crew Room, Old Crew Callers Office

2. **Sunnyside** - Trains using Sunnyside lead and wye tracks between Sunnyside and Front Street will be governed by train messages on the Grand Rapids Terminal Subdivision.

55.100 ROAD CROSSINGS AT GRADE

1. **Providing Crossing Protection**

- a) **Grand Rapids, Godfrey Avenue** - Movements on Box Board Lead must not be made over crossing unless gates are down or crossing is protected by member of crew. Movements on Old 17 Track must not exceed a speed of 7 MPH approaching crossing.

- b) **Wyoming:**

- 1) **Acme Lead - Beverly Street, Burlingame Street** - Trains, engines, and track cars must stop and crew member protect movement over crossing.
- 2) **Beverly** - Movements over crossing must be protected by a member of crew on the ground.

55.105 USE OF SPECIFIED TRACKS

1. **Plaster to Lamar** - Trains, engine and track cars will be operated in accordance with Rule 105 on the Old Main yard track between Plaster Creek and Lamar. Trains, engines and track cars will not occupy this track without receiving yarding instructions from the yardmaster at Wyoming Yard.

2. **Wyoming Yard -**

- a) A crew member of westward freight trains will call the yardmaster at Wyoming Yard for instructions when going on duty.
- b) Westward trains receiving instructions to yard train in No. 35 Track will leave train clear of No. 42 Track Switch at west end of yard unless otherwise instructed.
- c) Trains arriving at Grand Rapids are required to make a service reduction to 0 lbs. before detaching locomotives from the inbound train. This also applies to double overs.

3. **Acme Lead** - Trains, engines and track cars will be operated in accordance with Rule 105. When leaving cars on Nos. 1 and 2 Tracks, they must be secured with hand brakes on both ends of cut. In addition, they must be left as close to derails as possible to avoid run out account track grade.

55.C-280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH RULES C-281 THROUGH C-297

Rule C-281 as shown below applies on the Grand Rapids Terminal Subdivision.



55.400 RADIO INSTRUCTIONS AND RADIO STATIONS

All road trains will monitor channel 08.

Table 40. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Wyoming	Continuous	08, 12 & 70	Terminal

Note: AW Train Dispatcher call-in number is 1.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

56.0 MISCELLANEOUS INSTRUCTIONS

1. **Close Clearances** - Because of close clearance at the following locations, employees are prohibited from riding the sides of cars:

Location	Track
CGT2.0	T. W. Hager Lumber Track
Off Acme Lead between Burlingame and Beverly	Bell Fibre Products

NOTES:

60.0 GRAND RAPIDS SUBDIVISION - ZD

61.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CG3.5	GRAND RAPIDS TERM SD	Lamar (EEDT)	
3759	YD	2.5	
CG6.0	No. 1	Grandville	
3758	No. 2	6.0	
CG12.0		Hudsonville	8500
3756-3757		8.7	
CG20.7		Zeeland	
		3.7	
CG24.4	MONTAGUE SD	Waverly	4600
3754	HAMILTON INDUSTRIAL TRACK	0.9	
CG25.3		Holland	4337
3753		7.2	
CG32.5		East	5000
3751-3752		Saugatuck	
		3.5	
CG36.0		New Richmond	
		4.6	
CG40.6		Fennville	
		1.9	
CG42.5		Wells	9150
3745-3746		5.5	
CG48.0		Pullman	
		6.0	
CG54.0		Grand Jct.	8350
3743-3744		6.5	
CG60.5		Bangor	
		1.5	
CG62.0		Gross	8550
3741-3742		6.8	
CG68.8		Hartford	
		2.4	
CG71.2		Kirk	9300
3737-3738		2.6	
CG73.8		Watervliet	
		2.4	
CG76.2		Coloma	
		3.9	
CG80.1		Riverside	
3736	No. 1	2.7	
CG82.8	No. 2	Grey	
		4.7	
CG87.5		Benton Harbor (WEDT)	
3734		0.4	
CG87.9		St. Joseph	
		4.1	

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CG92.0		Vine	
		3.0	
CG95.0		Stevensville	
		3.3	
CG98.3		Livingston	9300
3732-3733		1.7	
CG100.0		Bridgman	
		5.6	
CG105.6		Sawyer	9100
3728-3731		9.6	
CG115.2		New Buffalo	11750
3725-3727		11.8	
CG127.0		Michigan City	6100
3722-3724		9.0	
CG136.0	TOCG CR	Porter	4050
3721			
132.5 MILES LAMAR TO PORTER			

61.1 DIAGRAM CROSS-REFERENCE

Table 41. Diagram Cross-Reference

Subdivision	Division	Page
Grand Rapids Term.	Detroit	13
Montague	Detroit	25

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 42. Authority for Movement

Between Location/Mile Post	Rules
CG3.5 EEDT and CG136.3 (CR conn.)	265-271

Note:

- Rules 265-271 are in effect on all sidings.

62.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 43 (Page 1 of 2). Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CG3.5 EEDT Grandville and CG14.0 west switch Hudsonville Siding	Hudson
CG14.0 west switch Hudsonville Siding and CG23.0 east switch Waverly Siding	Zee
CG23.0 east switch Waverly Siding and CG25.2 west switch Holland Siding	Wave

Table 43 (Page 2 of 2). Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CG25.2 west switch Holland Siding and CG32.0 east switch Saugatuck Siding	Sauga
CG32.0 east switch Saugatuck Siding and CG43.3 west switch Wells Siding	Wells
CG43.3 west switch Wells Siding and CG55.6 west switch Grand Junction Siding	Junc
CG55.6 west switch Grand Junction Siding and CG63.1 west switch Gross Siding	Bang
CG63.1 west switch Gross Siding and CG72.3 west switch Kirk Siding	Hartford
CG72.3 west switch Kirk Siding and CG80.1 east switch Riverside	Coloma
CG80.1 east switch Riverside and CG87.5 WEDT Benton Harbor	River
CG87.5 WEDT Benton Harbor and CG99.3 west switch Livingston Siding	Live
CG99.3 west switch Livingston Siding and CG106.5 west switch Sawyer Siding	Saw
CG106.5 west switch Sawyer Siding and CG116.4 west switch New Buffalo	Buff
CG116.4 west switch New Buffalo and CG127.5 west switch Michigan City Siding	Mich
CG127.5 west switch Michigan City Siding and CG136.3 Porter (Conrail Connection)	Porter

62.4 EXCEPTED TRACKS

1. Holland - Dock Track
2. Watervliet - Watervliet Paper Lead
3. Paw Paw Industrial Track
4. New Buffalo Yard
5. Hamilton Industrial Track

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 44. Maximum Authorized Speed

Between Location/Mile Post	MPH
CG3.5 and CG117.9	65
CG117.9 and CG136.3	79

63.2 SPEED RESTRICTIONS

Table 45 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
Other Than Passenger Trains	-	50
Trains in Excess of 7000 tons	-	35
Lamar CG3.5 and CG4.3	40	40
CG4.3 and CG7.7-Grandville	30	30
CG7.7 and CG9.7	60	-
CG11.5 and CG13.2-Hudsonville	40	40
CG13.2 and CG14.1	55	-
CG19.9 and CG21.1-Zeeland	35	35
CG21.1 and CG21.7	40	40
CG21.7 and CG23.0	60	-
CG23.0 and CG24.2	50	-
CG24.2 and CG25.5-Holland	35	35
CG25.5 and CG26.8-Holland	30	30
CG33.0 and CG36.2	40	35
CG36.2 and CG41.4	55	50
CG51.2 and CG52.0	55	-
CG55.9 and CG58.4	60	-
CG58.4 and CG59.5	50	45
CG60.4 and CG61.2-Bangor	30	30
CG61.2 and CG61.4	50	-
CG64.4 and CG65.1	60	-
CG68.5 and CG69.6-Hartford	35	35
CG73.4 and CG74.6-Watervliet	35	35
CG75.9 and CG76.9-Coloma	35	35
No. 2 Track-CG85.4 and CG87.4	30	30
No. 1 Track-CG85.4 and CG86.7	30	30
No. 1 Track-CG86.7 Head end only	20	20
No. 1 Track-CG86.7 and CG 87.4	30	30
CG87.4 and CG87.7 - St. Joseph Drawbridge	15	15
CG97.8 and CG99.3	60	-
CG99.3 and CG100.4	55	-
CG103.5 and CG104.8	45	45
CG120.4 and CG121.4	65	-
CG121.4 and CG122.0	60	-
CG123.6 and CG124.2	40	40
CG124.2 and CG125.3	30	30
CG125.3 and CG126.2-Michigan City	25	25
CG126.2 and CG126.7	45	45
CG126.7 and CG127.9	50	-
CG129.7 and CG130.5	60	-
CG134.7 and CG135.3	70	-
CG135.3 and CG136.4	55	-
CG136.3 and CSX/Conrail Connection	25	25
Siding Hudsonville	20	20

Table 45 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
All Other Sidings	10	10

63.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered milepost locations listed below:

CG8 and CG23.
CG75 and CG83.
CG100 and CG133.

64.0 EQUIPMENT RESTRICTIONS

Table 46. Equipment Restrictions

Location	Equipment	Restriction
Hamilton Industrial Track	SC7, SD9, GF40-2, SD18, SD20-2, SD35, SD40-2, SD40, SD50, U23B, B30-7, U30B	Must not operate on
	Cars with gross weight exceeding 270,000 lbs.	
Watervliet: Watervliet Paper Co.	Engines or cars	Must not pass south end of building on No. 1 Track
Watervliet Paper Co.	Equipment exceeding 16'11" height	Must not operate under overhead bridge on Lead Track
Trestle at Paper Co.	Engines	Must not operate on
Livingston: Manley Sand Co.	Loaded cars	Must not operate on No. 2 Track
Manley Sand Co.	Engines or loaded cars	Must not operate on No. 3 Track
Hartford: Paw Paw Industrial Track	Cars with gross weight exceeding 270,000 lbs.	Must not operate on

1. Restricted Equipment Rule 34 will apply at the following locations:

Hamilton Industrial Track

Paw Paw Industrial Track -

2. Train classification for empty 80 feet and longer cars in eastward trains between New Richmond and East Saugatuck:

Empty cars 80 feet and longer must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed 6000 tons. Trains handling empty 80 feet and longer cars, and operated with a helper locomotive on the rear of the train, may

add the tonnage rating of the helper locomotive to the trailing tonnage in order to determine the maximum tonnage behind the restricted car.

Example: A train without a rear end helper may only have 6000 tons behind the restricted car. A train with one SD-40 helper on the rear may have 9200 tons behind the restricted car. Helper locomotive consist on the rear of trains with 80 feet and longer cars will be limited to a maximum of 12 operative traction motors. When the number of operative traction motors exceeds 10, helper engineer will use no more than 1000 amperes when speed falls below 10 MPH or when starting train on Saugatuck Hill.

65.0 INSTRUCTIONS RELATING TO OPERATING RULES**65.58 DEFECT DETECTORS**

Table 47. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Zeeland, MI CG19.1	AD	Voice Instructions
Pearl, MI CG44.2	AD	Voice Instructions
Hartford, MI CG66.2	AD	Voice Instructions
Vine, MI CG91.9	AD	Voice Instructions
Lakeside, MI CG108.9	AD	Voice Instructions
Doran, In CH131.3	AD	Voice Instructions

65.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile and Telefax) machines are located at:

Benton Harbor - Scale House

Waverly - Crew Room

65.100 ROAD CROSSING AT GRADE**1. Providing Crossing Protection**

- Grandville, Franklin Street** - Simultaneous movements on the Main Track, on Lumber Company Spur, and on the Runaround Track must not be made. Trains will lay back of crossing until the Main Track is clear.
- Hudsonville, 32nd Avenue** - Westward trains or engines stopped or delayed within 2400 feet of white post located 441 feet east of 32nd Avenue must not foul crossing until flashers have operated for at least 20 seconds.
- Zeeland, Elm Street and Centennial Street** - Movement on M.J. Lead must not foul crossing unless gates are down or crossing protected by member of crew on ground.
- Holland, Lincoln Avenue** - Trains or engines using Dock Track between the hours of 0801 and 2201 will sound two short sounds of engine whistle approaching crossing.

e) **Waverly, 120th Street:**

- 1) When necessary for westward trains or engines on Main Track or siding to stop before reaching crossing, stop will be made before passing white posts located 1100 feet east of crossing.
- 2) When necessary for eastward trains or engines on Main Track or siding to stop before reaching crossing, stop will be made before passing white post located 325 feet west of crossing.
- 3) Trains or engines stopped or delayed within the limits will not exceed a speed of 9 MPH approaching crossing.
- 4) Motion Detector has been applied to a portion of the eastward approach circuit on the siding, between the crossing and the white post located 325 feet west of the crossing.

f) **Bangor, Monroe Street** - Movement on Auxiliary Track adjacent to Main Track will not foul crossing until flashers have operated for at least 20 seconds.

g) **Hartford:**

- 1) **Prospect Avenue** - When a train is approaching on Main Track, switching movement must stop and, unless switch crew has crossing blocked, crossing must be protected by member of crew on ground.
- 2) **Center Street Crossing** - Eastward trains or engines will not move over crossing until vehicular traffic is protected by a member of the crew on ground.

h) **Kirk, County Line 20** - Simultaneous movement on siding and Main Track must not be made over County Line 20, located west end of Kirk Siding.

i) **Benton Harbor, North Shore Drive and Alreco Road** - Except for P371, westbound trains will stop east of North Shore Drive and west of Alreco Road when the St. Joseph River Bridge is not lined for rail traffic. Paw Paw Avenue need not be cut. Eastbound trains working at Benton Harbor will leave enough room to hold cars and locomotives to ensure that North Shore Drive is not blocked.

j) **Michigan City, Roseke Avenue** - To prevent blocking crossings, westward trains receiving other than "CLEAR" aspect on Signal 1228 (CG122.8) must not pass Roseke Avenue located 3428 feet west of CG123.0 without instruction from the train dispatcher.

65.100-D Constant Time Motion Detector Road Crossings

The following crossings are equipped with a constant time motion detector, Rule 100-D, paragraph five applies:

Location	Crossing Name
MP CG16.4	64th Avenue
MP CG60.71	M 43 Monroe Street (No. 1 Main Track only)
CG23.98	120th Street

65.105 USE OF SPECIFIED TRACKS

1. **Hamilton Industrial Track** - Trains, engines and track cars will be operated in accordance with Rule 105.

2. **Holland:**

a) **BASF Corporation** - Crews must wear hard hats supplied by BASF, as well as safety glasses, while on BASF property. Hard hats are located in mailbox at plant entrance.

b) **Dock Track** - Movements must be made expecting to find locomotive crane and/or cars on Padnos Iron and Metal Company Track fouling Dock Track.

c) **Pocket Track** - Before entering Pocket Track from a Yard Track, trains or engines must secure permission of train dispatcher and receive flashing yellow aspect on signal located on south side of switching lead at point where switching lead enters Pocket Track. When signal displays red light, the Pocket Track must be cleared immediately, switch restored to normal position and the train dispatcher notified.

3. **Livingston** - Trains using Livingston Siding between 1700 feet and 3000 feet west of CG98.0 will approach Sand Plant area looking out for sand over rails.

65.221 TRAIN ORDER OFFICES

Westward trains operating beyond Porter must have Conrail Wire Bulletin or ascertain if any temporary speed restriction apply to their train while operating over Conrail by calling Conrail Dispatcher on radio prior to reaching Conrail connections at Porter.

65.C-280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH RULES C-281 THROUGH C-297

Rule C-281 as shown below applies on the Grand Rapids Subdivision:



C-281

Name - Clear
Indication - Proceed

65.400 RADIO INSTRUCTIONS AND RADIO STATIONS

All road trains will monitor channel 08.

Table 48 (Page 1 of 2). Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hudsonville	Continuous	08	Wayside
East Saugatuck	Continuous	08	Wayside

Table 48 (Page 2 of 2). Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Grand Junction	Continuous	08	Wayside
Riverside	Continuous	08	Wayside
Sawyer	Continuous	08	Wayside
Michigan City	Continuous	08	Wayside

Note: AW Train Dispatcher's call-in number is 2.

AW Train Dispatcher radio channel is 03.

AW Train Dispatcher telephone No. is 1-800-220-4259.

NOTES:

66.0 MISCELLANEOUS INSTRUCTIONS

1. Close Clearance

MP CG25.2, Holland - There is a close clearance along the platform of the AmTrak Station on the North side of the main track. The platform extends 8 inches above the top of the rail at 5 feet 6 inches north of the centerline of the track for 250 feet.

2. Crews with excess of 9000 trailing tons will double Saugatuck Hill.

If, after contacting the train dispatcher, you receive no doubling instructions to the contrary, you will arrange to stop at the doubling shanty, located at MP CG38.1 at 128th street, and begin your double from that point.

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70.0 LUDINGTON SUBDIVISION -LD

71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CB107.0	END OF TRACK	Baldwin	4620
CB120.6	MANISTEE SD	14.3 Walhalla	
CB128.7		8.1 Scottville	
CB135.0		6.3 Ludington	
CB136.5	CB134.7 END OF MAIN TRACK	1.5 Lake Michigan	
29.5 MILES BALDWIN TO LAKE MICHIGAN			

71.1 DIAGRAM CROSS-REFERENCE

Table 49. Diagram Cross-Reference

Subdivision	Division	Page
Baldwin	Detroit	1
Manistee	Detroit	23

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 50. Authority for Movement

Between Location/Mile Post	Rules
CB107.4 and CB109.0	93 See Note 1 & 2
CB109.0 and CB118.4	120-132
CB118.4 and CB122.3	93 See Note 1 & 2
CB122.3 and CB134.7	120-132

Notes:

- Permission must be obtained from the "AW" Train Dispatcher before entering main track.
- On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

72.2 DTC BLOCK LIMITS

Table 51. DTC Block Limits

Between Location/Mile Post	Block Names
CB109.0 and CB118.4	Bald
CB122.3 and CB134.7	Scott

72.4 EXCEPTED TRACKS

Ludington Yard and Industry Tracks

73.0 SPEEDS

73.1 MAXIMUM AUTHORIZED SPEED

Table 52. Maximum Authorized Speed

Between Location/Mile Post	MPH
CB107.4 and CB134.7	40

73.2 SPEED RESTRICTIONS

Table 53. Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision- Trains in excess of 7000 tons	35
CB128.0 and CB129.0	35

73.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered milepost locations listed below:

CB130.0 and CB134.0

75.0 INSTRUCTIONS RELATING TO OPERATING RULES

75.58 DEFECT DETECTORS

Table 54. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Baldwin, MI CB115.6	AD	Voice Instructions

75.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, and Telefax) machines are located at:

Ludington - East Yard Office

75.104 SWITCHES

1. Hand-Operated Switches

- Baldwin, South Wye Switch - Must be left lined for movement to the West Wye.
- Baldwin, West Wye Switch - Must be left lined for movement to the West Wye.
- Walhalla, East Leg of Wye Switch - East leg of Wye switch located on passing siding, may be left as last lined. Switch must be left locked in last position used. Trains approaching this switch will approach prepared to stop for switch not lined for their movement.

75.105 USE OF SPECIFIED TRACKS

Baldwin, Smith Spur (CB107.4 to end of track) and East Leg of Wye - Trains, Engines and track cars will be operated in accordance with Rule 105.

Ludington Yard:

1. Hand-operated, hinged wheel stops are located on Harbison Walker No. 1 Industrial track 400 feet west of Harbison Walker Switch, and No. 2 Industrial track 350 feet west of Harbison Walker Switch.

When in "Up" position these wheel stops will be protected by "Blue Flag".

These wheel stops and blue flag will be operated only by Harbison Walker personnel.

2. Yard crews switching Dow Chemical will sound the horn twice at all crossings.
3. Locomotives left unattended without being coupled to other rail equipment must be blocked or chained.

75.400 RADIO INSTRUCTIONS AND RADIO STATIONS

All road trains will monitor channel 08.

Table 55. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Custer	Continuous	08	Wayside

Note: AW Train Dispatcher's call-in number is 3.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

NOTES:

NOTES:

80.0 MANISTEE SUBDIVISION-MJ

81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↑	STATIONS	SDG CAP (Ft)
CBA113.7	FILER CITY SPUR	End of Main Track	
CBA113.0		0.7 C&O Junction	
CBA108.0	MANISTEE CITY	5.0 Stronach	
CBA87.0	LUDINGTON SD	21.0 Walhalla	
26.7 MILES END OF MAIN TRACK TO WALHALLA			

81.1 DIAGRAM CROSS-REFERENCE

Table 56. Diagram Cross-Reference

Subdivision	Division	Page
Ludington	Detroit	21

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 57. Authority for Movement

Between Location/Mile Post	Rules
CBA113.7 and CBA107.7	93 See Note 1 & 2
CBA107.7 and CBA87.8	120-132
CBA87.8 and CB120.8	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "AW" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

82.2 DTC BLOCK LIMITS

Between C&O Junction and Walhalla

Table 58. DTC Block Limits

Between Location/Mile Post	Block Names
CBA107.7 and CBA95.5	Manis
CBA95.5 and CBA87.8	Wal

82.4 EXCEPTED TRACKS

1. CBA112.0 to CBA113.7 End of Track
2. Filer City Spur

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 59. Maximum Authorized Speed

Between Location/Mile Post	MPH
CBA113.7 and CBA108.0	30
CBA108.0 and CBA87.0	40

83.2 SPEED RESTRICTIONS

Table 60. Speed Restrictions

Between Location/Mile Post	MPH
Manistee Drawbridge	10
On curves between CBA113.7 and CBA108.0	25
Walhalla - both legs of wye	10

83.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

CBA106.0 and CBA90.0

84.0 EQUIPMENT RESTRICTIONS

Table 61. Equipment Restrictions

Location	Equipment	Restriction
Entire subdivision	Six-axle units	Must not operate on
Manistee- Trestle at Michigan Lumber	Engines	Must not operate on
Manistee-Bridge MA25.1(CBA112.0)	Cars with gross weight exceeding 220,000 lbs.	Must not exceed 10 MPH

Restricted Equipment Rule 34 will apply at the following locations:

CBA110.0 and CBA109.9

CBA108.6 and CBA108.3

CBA89.9 and CBA89.7

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

NOTES:

85.83-A TRAIN BULLETIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier, (Omnifax, Facsimile, and Telefax) machines are located at:

Manistee - Yard Office

85.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Drawbridges

- a) **Manistee, Manistee River Bridge** - If signal is at stop position, after stopping, train will secure permission of bridgetender to proceed. If bridge is unattended, train may proceed after a member of the crew has determined bridge locks are in place.

85.105 USE OF SPECIFIED TRACKS

Filer City Spur - Trains and/or engines will be operated in accordance with Rule 105.

85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 62. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Freesoil	Continuous	08	Wayside

Note: AW Train Dispatcher's call-in number is 3.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

NOTES:

90.0 MONTAGUE SUBDIVISION-MQ

91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
CGC72.2	END OF TRACK	Montague	
CGC71.6		0.6 Whitehall	
CGC61.5	FREMONT SD	10.1 Berry	
CGC58.0		3.5 North Yard	
CGC56.3	MSRR	1.7 Muskegon	
CGC54.1		2.2 Muskegon Hts	
CGC44.8		9.3 Ferrysburg	
CGC43.8	GRAND RIVER	1.0 Grand Haven	
CGC33.6		10.2 Consumers Pwr	
CGC28.4		5.2 Harlem	2900
CGC23.6	GRAND RAPIDS SD	4.8 Waverly	
48.6 MILES MONTAGUE TO WAVERLY			

91.1 DIAGRAM CROSS-REFERENCE

Table 63. Diagram Cross-Reference

Subdivision	Division	Page
Fremont	Detroit	11
Grand Rapids	Detroit	15

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 64. Authority for Movement

Between Location/Mile Post	Rules
CGC72.2 and CGC62.5	120-132
CGC62.5 and CGC53.5	93 See Note 2 & 3
CGC53.5 and CGC26.5	120-132
CGC26.5 and CGC23.6	93 See Note 2 & 3

Notes:

1. **Muskegon** - Operating rights are granted to the Michigan Shore Railroad in Rule 93 territory between CGC54.0 and CGC58.6.
2. Permission must be obtained from the "AW" Train Dispatcher before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

92.2 DTC BLOCK LIMITS

Table 65. DTC Block Limits

Between Location/Mile Post	Block Names
CGC72.2 End of Track and CGC62.5	Berry
CGC53.5 and CGC35.0	Musk
CGC35.0 and CGC26.5	Power

92.4 EXCEPTED TRACKS

1. **Holland** - Ottawa Beach Branch
2. **Grand Haven** - Corn Planters Spur
3. **Muskegon** - South Horn

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 66. Maximum Authorized Speed

Between Location/Mile Post	MPH
CGC72.2 and CGC58.0	40
CGC58.0 and CGC56.3	20
CGC56.3 and CGC23.6	40

93.2 SPEED RESTRICTIONS

Table 67. Speed Restrictions

Between Location/Mile Post	MPH
Whitehall CGC70.3 and End of Track CGC72.2	10
Berry CGC61.5 and Montague CGC72.2	25
Muskegon CGC56.1 and CGC53.2	10
Muskegon CGC57.8 and CGC57.0	10
CGC44.5 and CGC43.0	10
Grand Haven CGC43.0 and CGC42.2	15
CGC24.5 and CGC24.4	10
Consumers Power Lead	10

93.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

CGC72 and CGC63
CGC51 and CGC46
CGC30 and CGC26.

94.0 EQUIPMENT RESTRICTIONS

Table 68. Equipment Restrictions

Location	Equipment	Restriction
Bridge A71.3	Cars with gross weight exceeding 220,000 lbs.	Must not exceed 10 MPH
Muskegon:North Yard Scale Track	Equipment	Must not exceed 5 MPH
Harlem:Bil-Mar Feeds	Equipment	Must not exceed 5 MPH

Six-Axle units may operate on Consumers Power Industrial Tracks at West Olive.

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, and Telefax) machines are located at:

Muskegon - Yard Office

95.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Drawbridge

Ferrysburg Drawbridge - Trains will stop at Statutory STOP Signs located at each end of drawbridge and be governed as follows:

- When bridge signal displays GREEN aspect, train may proceed.
- When bridge signal displays RED aspect with bridge aligned for rail traffic, a member of the crew will proceed to control house on bridge and comply with (3) i.
- When bridge signal displays RED aspect with bridge open for marine traffic, crew will operate control box located at either end of bridge as follows:
 - Place key in electrical switch and unlock control for operation of bridge. Key is located in controller box.
 - Observe that river is clear of marine traffic.
 - Sound alarm-siren with pushbutton prior to movement of bridge.
 - Operate controller lever to close bridge. Bridge will STOP before reaching fully closed position.
 - Press and hold YELLOW override button and operate controller lever to complete closing of

bridge. Locking pin will drop into place when bridge is fully closed.

- Turn switch off and remove key. Close box and proceed to control house on bridge.
- Move lever on back of control machine No. 1 in bridge house to operate rail locks and wedges (use position No. 4). Limit switch will automatically STOP locks and wedges in correct position.
- Move RED manual lever outside of control house to Position "C". Move YELLOW manual lever into electric lock latch and place switch padlock in padlock retainer.

RED manual lever cannot be moved to position "C" unless rail locks and wedges are in place. YELLOW manual lever cannot be moved into electric lock latch unless RED manual lever is first moved to position "C".

Bridge is now ready for train movement and signal should display GREEN.

- If signal does not clear and RED lever is in "C" position, a member of the crew will examine track between bridge signals for broken rails, switch out of position and rail locks or wedges out of place. If no defects are apparent, train movement may proceed on hand signal from employee who examined bridge.
- After train movement is clear of opposing signal at far end of bridge, remove padlock from padlock retainer, disengage YELLOW manual lever from electric lock latch and move RED manual lever to position "O". If unable to disengage YELLOW manual lever from electrical lock latch, break glass of emergency release box in control house and remove key. Open small round door on end of electric lock, insert key and turn. YELLOW handle may now be disengaged. Remove key and replace in emergency release box.
- Move lever on BLACK control machine No. 1 in bridge house to withdraw rail locks and wedges.
- Lock control house door and proceed to controller box at leaving end of bridge.
- Place key in electrical switch and unlock control for operation of bridge. Operate control lever to open bridge. A RED light in controller box indicates bridge is in fully open position.
- Turn switch off, remove key and lock control box.
- If bridge fails to operate according to instructions, advise the train dispatcher immediately.

2. Railroad Crossings At Grade

Table 69. Railroad Crossings at Grade

Location	Rail-road	Protection	Rule
Park Street CGC54.8	MSRR	Gates	Note

Note: Muskegon Heights, Park Street - After stopping, trains may cross MSRR not exceeding 12 MPH when gate is set against MSRR. Gate may be left in position last used.

95.100 ROAD CROSSINGS AT GRADE

Muskegon:

Apple Street - Movements over crossing must be protected by a member of crew on the ground.

Terrace and Getty Streets - Train or engine movements must first stop and then be protected by a member of crew on the ground at the crossing.

Muskegon Heights:

Sherman Boulevard - Operating circuits for flasher light signals protecting crossing of spur track to Dresser Industries and connection track between MSRR and CSX, Manahan Avenue Belt Line, extend 40 feet each side of crossing. Movements must not be made on these tracks over crossing until flashers have operated for at least 20 seconds.

Jackson Street - Movements on Team Track must not foul crossing until flashers have operated for at least 20 seconds.

Waverly, just north of James Street - Between east switch of Wye track Waverly and CGC25.0, to avoid blocking street and highway crossings, southward trains of more than 50 cars will not pass signal 249 unless aspect more favorable than "APPROACH" (Rule C-285) is displayed. After stopping, such trains must not proceed without permission of the train dispatcher or until signal displays more favorable aspect.

95.100-D, CONSTANT TIME MOTION DETECTOR ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, Rule 100-D, paragraph five applies:

Location	Crossing Name
CGC36.85	Lake Michigan Avenue

95.104 SWITCHES

Hand-Operated Switches

1. **Waverly, North End of Wye** - Normal position is for movement on east leg of wye.
2. **Campbell Plant Switch to Consumers Power** - Normal position of main line switch is for movement to Campbell Plant.

95.105 USE OF SPECIFIED TRACKS

1. Consumers Power Spur -

- a) Trains and/or engines will be operated in accordance with Rule 105.
- b) Consumers Power has obtained operating rights to Hiawatha Drive, West Olive, on the Consumers Power Spur.

All trains using the Consumer Power Spur must stop at the building located approximately 100 feet south of Hiawatha Drive and call Consumers Power Coal Handling for instructions for each move into the plant before proceeding. Telephone and instructions are located in the building at this location.

A call must also be made when departing the Consumers Power Spur for Grand Rapids.

2. **Muskegon**: Operating rights have been granted to MSRR between the 9th Street interchange, CGC45.0 and the mart track, CGC56.6.
3. **Dupont** - Crews must call Plant Protection before entering, via the telephone located at the gate.

95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 70. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Grand Haven	Continuous	08	Wayside
Muskegon	Continuous	08	Wayside
Montague	Continuous	08	Wayside
Brunswick	Continuous	08	Wayside

Note: AW Train Dispatcher's call in number is 2.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

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100.0 PLYMOUTH SUBDIVISION-PO

101.0 STATIONS LISTING AND DIAGRAM

Where Rule D-251 is in effect, the direction of traffic is:

No. 1 Track - Westward

No. 2 Track - Eastward

101.1 DIAGRAM CROSS-REFERENCE

Table 71. Diagram Cross-Reference

Subdivision	Division	Page
Detroit	Detroit	7
Grand Rapids Term.	Detroit	13

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 72. Authority for Movement

Between Location/Mile Post	Rules
CH24.9 and CH87.4	265-271
CH87.4 Lansing (MA) and CH88.3 North Lansing	CR Rules
CH88.3 North Lansing and CH90.0 Ensel WEDT	D-251
CH90.0 Ensel WEDT and CH120.4	120-132 (243-246)
CH120.4 and CH148.1 Seymour	265-271

Note:

- Rules 265-271 inclusive are in effect on the following tracks and sidings:

- Frax
- Elmdale
- Lake Odessa
- Trowbridge
- Williamston
- Fowlerville
- Ann Pere
- Brighton
- South Lyon
- North 10 Track between Beck Road and Crossovers at the east end of North 10 Track, Plymouth

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CH24.9	DETROIT SD	Plymouth	
CH27.0		2.5 Beck Road	
3787		3.9	
CH30.9		Salem	
		5.2	
CH36.1		South Lyon	6750
3786-3785		3.9	
CH40.0		Green Oak	
		5.2	
CH45.2		Brighton	7000
3784-3783	TSBY	7.7	
CH52.9		Ann Pere	5450
3782		1.3	
CH54.2		Howell	
3781		8.3	
CH62.5		Fowlerville	7060
3780-3778		10.9	
CH73.4		Williamston	7150
3777-3776	GTW	11.4	
CH84.8		Trowbridge	8000
3775-3774	CR	2.6	
CH87.4		Lansing	
		0.9	
CH88.3	No. 1	North Lansing	
	No. 2	1.6	
CH89.9		Ensel	
3773	GRAND LEDGE INDUSTRIAL TRACK	9.4	
CH99.3		Grand Ledge	5650
		12.9	
CH112.2		Sunfield	5750
		8.2	
CH120.4		Lake Odessa	5400
3772-3771		10.0	
CH130.4		Elmdale	5500
3770-3768		3.5	
CH133.9		Alto	
		8.6	
CH142.5		Fox	7000
3767-3766	No. 1	5.6	
CH148.1	No. 2	Seymour	
3765	GRAND RAPIDS TERM. SD		
123.2 MILES PLYMOUTH TO SEYMOUR			

102.2 DTC BLOCK LIMITS

Table 73. DTC Block Limits

Between Location/Mile Post	Block Names
CH90.0 West End double track Ensel and CH94.0, 0.4 miles west of Cashway Lumber switch	Cash
CH94.0, 0.4 miles West of Cashway Lumber Switch and CH99.1, West End Grand Ledge Siding	Ledge
CH99.1, West End Grand Ledge Siding and CH111.0, East End Sunfield Siding	Field
CH111.0, East End Sunfield Siding and CH120.4, Lake Odessa	Lako

102.3 SUSPENSION OF SIGNAL SYSTEM (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 74. Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CH24.9 EAS Plymouth and CH36.2 east switch South Lyon Siding	Sale
CH36.2 east switch South Lyon Siding and CH45.3 east switch Brighton Siding	Lyon
CH45.3 east switch Brighton Siding and CH52.8 TSBY Ann Pere	Pere
CH52.8 TSBY Ann Pere and CH60.7 east switch Fowlerville Siding	Howell
CH60.7 east switch Fowlerville Siding and CH71.5 east switch Williamston Siding	Webb
CH71.5 east switch Williamston Siding & CH84.7 west switch Trowbridge Siding	Will
CH85.0 EAS GTW crossing Trowbridge and CH87.4 CR connection	Lance
CH88.3 North Lansing and CH90.0 WEDT Ensel	Ensel
CH90.0 WEDT Ensel and CH94.0, 0.4 Miles West of Cashway Lumber Switch	Cash
CH94.0 and CH99.1 west switch Grand Ledge Siding	Ledge
CH99.1 west switch Grand Ledge and CH111.0 east switch Sunfield Siding	Field
CH111.0 east switch Sunfield Siding and CH120.4 east switch Lake Odessa Siding	Lako
CH120.4 east switch Lake Odessa Siding and CH130.4 east switch Elmdale Siding	Elm
CH130.4 east switch Elmdale Siding and CH143.3 west switch Fox Siding	Alto
CH143.3 west switch Fox Siding and CH149.1 EEDT Seymour	Fox

102.4 EXCEPTED TRACKS

Grand Ledge Industrial Track

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 75. Maximum Authorized Speed

Between Location/Mile Post	MPH
CH24.5 and CH148.1	50

103.2 SPEED RESTRICTIONS

Table 76. Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision - Trains in excess of 7000 tons	40
Entire Subdivision - Trains in excess of 14,000 tons	35
CH24.9 and CH25.6	30
North 10 Track - CH26.0, crossover at East end, and CH27.0 Beck Road	10
Brighton - CH44.2 and CH45.7	35
Howell - CH52.8 and CH55.3	40
CH84.7 and CH84.8	40
CH86.0 and CH87.2 (Michigan Avenue)	30
CH88.3 and CH89.0 (Turner Street)	20
CH89.0 (Turner Street) and CH90.7	30
Grand Ledge - CH98.5 and CH100.7	30
CH119.0 and CH120.5	40
Grand Rapids - CH146.6 and CH148.1	40
Sidings: Trowbridge and South Lyon	20
All Other Sidings	10

103.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

CH36.0 and CH70.0.
CH110.0 and CH133.0.

104.0 EQUIPMENT RESTRICTIONS

Table 77. Equipment Restrictions

Location	Equipment	Restriction
Webberville: Grain Elevator	Hi-cube & multilevel equipment	Must not operate on

1. Train classification instructions for empty 80 foot and longer cars in northward trains from the Saginaw Subdivision to the Plymouth Subdivision:

Empty cars 80 foot and longer must be placed in the train in such a location that the trailing tonnage behind these empty cars does not exceed 5600 tons. Trains handling empty 80 foot and longer cars and are operated with a helper locomotive on the rear of the train, may add the tonnage rating of the helper locomotive to

the trailing tonnage to determine the maximum tonnage behind the restricted car.

Example: A train without a rear-end helper may only have 5600 tons behind the restricted car. A train with one SD-40 helper on the rear may have 9500 tons behind the restricted car. Helper locomotive consist on the rear of trains with 80 foot and longer cars will be limited to a maximum of ten (10) operative traction motors. Helper engineer will control amperage so that it does not exceed the following amperages while the train is passing through crossovers and turnouts:

Table 78. Traction Motor Amperage Limits

No. of Traction Motors	Amperage
4	1375
6	925
8	700
10	600

After passing through crossovers and turnouts power may be increased gradually.

- Six-axle units may operate on the following tracks:

Webberville: Grand River Grain

Trowbridge: Michigan State University

Lake Odessa: House Track

Grand Ledge: Industrial track except West Leg of Wye.

Elmdale: Storage Track

- Lake Odessa, Twin City Foods** - On the two tracks off the house track at CH120.3 and CH120.4, only 50 foot or shorter cars may be placed in these tracks.

105.0 INSTRUCTIONS RELATING TO OPERATING RULES

105.36 SPRING SWITCHES

Table 79. Spring Switches

Locations	Normal Position For Movement On	Designated Speed in Normal Position	
		Facing Movement	When Springing Switch
Sunfield:			
West switch of siding	Main Track	Maximum Auth. Speed	15 MPH
Grand Ledge:			
East switch of siding	Main Track	Maximum Auth. Speed	15 MPH

105.58 DEFECT DETECTORS

Table 80. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Green Oak CH39.1	AD	Voice Instructions
Fowlerville CH64.0	AD	Voice Instructions

Table 80. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Okemos CH79.9	AD	Voice Instructions
Mullikin CH104.3	AD	Voice Instructions
Clarksville CH126.3	AD	Voice Instructions

105.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, and Telefax) machines are located at:

Ensel - Old Yard Office

105.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Railroad Crossings at Grade

Table 81. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Ann Pere CH52.8	TSBY	Remote	Note 1
Trowbridge CH84.8	GTW	Remote	Note 2
Lansing CH87.4	CR	Tilting Target	Note 3

Note:

- Ann Pere, TSBY Crossing** - When "Stop" aspect is displayed by absolute signal governing movement over TSBY crossing, after securing permission of train dispatcher, conductor or engineer will:
 - Determine TSBY train or engine is NOT FOULING or approaching crossing;
 - Operate emergency release device.
 - Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher;
 - Pass signal at least 30 feet but NOT FOUL THE crossing;
 - Wait 5 minutes; and
 - Proceed in accordance with Rule 233.
- Trowbridge, GTW Crossing** - When "STOP" aspect is displayed by absolute signal governing movement over GTW crossing, after securing permission of train dispatcher, conductor or engineer will:
 - Determine GTW train or engine is NOT FOULING or approaching crossing;
 - Operate emergency release device.
 - Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher;
 - Pass signal at least 30 feet but NOT FOUL THE crossing;
 - Wait 5 minutes; and
 - Proceed in accordance with Rule 233.

- 3 **Lansing, Crossing of CSX Michigan Sugar Spur Company Track and Conrail Manufacturers Belt Line Track** - After stopping, CSX engines may cross Conrail when crossing target is in horizontal position.

105.100 ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

- South Lyon** - Private road crossing near west end of siding must not be blocked unnecessarily.
- Howell: Dearborn Street** - Movements on Team Track must not be made unless protected by member of crew on ground at the crossing.
- Ann Pere: Lucy Road** - Unattended equipment must not be left within 500 feet of crossing.
- Fowlerville, Grand Avenue** - Movement on extension track west end passing siding must not be made over crossing unless gates are down or crossing is protected by member of crew on ground at the crossing.
- Trowbridge, Harrison Road - Industrial Lead** - When entering main track from industrial lead serving Michigan State University, movement must not be made over crossing until protected by one of the following:

Leading wheels have passed insulated joints located 43 feet east of crossing, causing gates to lower.

Push button to lower gates (located in box on instrument house) is held depressed until leading wheels pass insulated joints.

Member of crew protects crossing on ground at the crossing.

- Lansing, Turner, North and Larch Streets** - Movement of North Yard Track must not be made over these streets unless gates are down or crossing is protected by member of crew on ground at the crossing.
- Grand Ledge, Clinton Street** - If pushbutton has been operated to raise gates to permit highway traffic to proceed when a westward train is on the main track to be met by an eastward train, trainman must operate pushbutton to lower gates when eastward train resumes movement after stopping at signal 992.

Movements on Ionia Lead must not exceed 4 MPH approaching Clinton for a distance of 150 feet.

Movement of House Track must not foul crossing unless gates are down or crossing is protected by member of crew on ground at the crossing.

- Sunfield, Sunfield Road** - Westward train on siding must not foul main track until eastward train is clear of Flasher Light circuit.

Trains pulling out of siding must not exceed 10 MPH until crossing is reached.

- Fox, Amway Spur** - Due to rusty rail conditions, all trains must approach crossings on Amway Spur prepared to stop and must not foul crossing unless automatic grade crossing warning devices are operating properly or crossing is protected by crew member on ground at the crossing.
- Lake Odessa, Tupper Lake Road** - Movements on the house track over Tupper Lake Road must be

protected account flashers will not operate for movement on the house track.

105.100-D CONSTANT TIME MOTION DETECTOR ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, Rule 100-D, paragraph five applies:

Location	Crossing Name
CH 83.03	Mt. Hope Road

105.105 USE OF SPECIFIED TRACKS

- Brighton** - Crews pulling or placing cars at Thermofil, Inc., CH43.6, must have air hoses coupled and air brakes cut in account descending grade.
- Steelcase Industrial Track, CH143.8** - Trains and engines will be operated in accordance with Rule 105, not to exceed 15 MPH. Trains and engines must approach all road crossings prepared to stop and not foul crossing unless automatic grade crossing warning devices have operated for at least 20 seconds or crossing is protected by a crew member on the ground at the crossing.
- Lake Odessa** - Do not block the House Track without permission of the Train Dispatcher.
- Lansing, Wyeth Labs** - Standby electrical power is in service for FGMR cars placed at Wyeth Labs. Before cars may be pulled from industry, the FGE Representative must be notified to remove the standby power, and to remove the blue flag located at the derail. FGE needs 30 minutes advance notice. The phone number is located in the Ensel Yard Office and also in the phone box at the southeast corner of the Yard Office.
- Lansing, MSU** - Engines must not move through Car Heater Shelter when burners are in operation. Employees must not enter shelter except when riding in cab of engine.

105.255 INTERLOCKING INSTRUCTIONS

North Lansing, Ensel - Conrail or CSX crews about to make a movement that will take them through North Lansing interlocking, must not foul main track at Turner Street, Ensel, until it has been ascertained either by signal indication or from Conrail Train Dispatcher, Dearborn, that they will be able to move through the interlocking without delay. CSX crews will contact CSX train dispatcher immediately if delayed.

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 82 (Page 1 of 2). Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Salem	Continuous	08	Wayside
Howell	Continuous	08	Wayside
Trowbridge	Continuous	08	Wayside
Mulliken	Continuous	08	Wayside

Table 82 (Page 2 of 2). Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Alto	Continuous	08	Wayside
Kentwood	Continuous	08	Wayside

Note: AW Train Dispatcher call-in number is 6.

AW Train Dispatcher radio channel is 14.

AW Train Dispatcher telephone No. is 1-800-220-4259.

NOTES:

106.0 MISCELLANEOUS INSTRUCTIONS

Fowlerville - Any train handling high and wide shipments on the main track at Fowlerville must ascertain that no cars are located on the Elevator Track before passing that location.

The "AW" dispatcher, Jacksonville, must be notified when cars are placed on the Elevator Track.

CLOSE CLEARANCES -

Lansing - Account close clearance at Wyeth Laboratories Warehouse located at MP CH90.5, crews must not ride on West side of cars while spotting Wyeth Warehouse.

East Lansing - Michigan State University, T. B. Simon Cogeneration Power Plant - A less than standard vertical clearance, of 20 ft. 1 in. above top of rail, is in effect at this locations.

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110.0 PORT HURON SUBDIVISION-PH

111.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	WEST	STATIONS	SDG CAP (Ft)
CBD90.1	CANADIAN DISTRICT SARMA	Port Huron	
CBD86.1	GTW	Tappan	
CBD73.5	ABANDONED	Avoca	
CBD72.0	DETROIT EDISON	Greenwood	
CBD66.1	CBD55.8 END OF CSX TRACK	Yale	
CBD54.2	CBD54.0 END OF MAIN TRACK	Brown City	4306
CBD39.9		Marlette	
CBD45.2		Clifford	3326
CBD31.2		Mayville	2342
CBD22.1		Great Lakes	
CBD19.4		Vassar	4840
CBD11.1	HERC	Gera	3856
CBD2.2	SAGINAW SD	Hoyt	
4.0 MILES PORT HURON TO TAPPAN 5.2 MILES BROWN CITY TO HOYT			

111.1 DIAGRAM CROSS-REFERENCE

Table 83. Diagram Cross-Reference

Subdivision	Division	Page
Saginaw	Detroit	41

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 84. Authority for Movement

Between Location/Mile Post	Rules
CBD54.0 and CBD5.7	120-132
CBD5.7 and Hoyt	93 See Note 1 & 2

Notes:

- Permission must be obtained from the "AX" Train Dispatcher before entering main track.
- On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

112.2 DTC BLOCK LIMITS

Table 85. DTC Block Limits

Between Location/Mile Post	Block Names
CBD54.0 Brown City and CBD39.3 West End Clifford Siding	Mar
CBD39.3 West End Clifford Siding and CBD30.8 West End Mayville Siding	May
CBD30.8 West End Mayville Siding and CBD19.8 West End Vassar Siding	Vassar
CBD19.8 West End Vassar Siding and CBD10.4 West Switch Gera Siding	Gera
CBD10.4 West Switch Gera Siding and CBD5.7	Hoyt

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 86. Maximum Authorized Speed

Between Location/Mile Post	MPH
CBD54.0 and CBD2.2	40

113.2 SPEED RESTRICTIONS

Table 87. Speed Restrictions

Between Location/Mile Post	MPH
Port Huron-CBD90.1 and CBD86.1	20
CBD54.0 and CBD48.0	25
Marlette-CBD45.5 and CBD45.0	30
CBD31.5 and CBD31.0	25
Vassar-TSBY Crossing	20

113.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

CBD89.0 and CBD86.0
CBD7.0 and CBD4.0.

114.0 EQUIPMENT RESTRICTIONS

Table 88. Equipment Restrictions

Location	Equipment	Restriction
McHale: Great Lakes Minerals	Engines	Must not operate beyond first dirt crossing after hand operated derail
Mayville: Siding	6 axle locomotives	Must not operate on
Diamond Crystal Salt	GP-38 or Larger Locomotives	Must not operate on

1. Restricted Equipment Rule 34 will apply at the following locations:

CBD45.3 and CBD45.1
CBD31.9 and CBD31.1

2. Six (6) axle locomotives may operate on PH&D Industrial Track between west crossover switch, CSX main, CBD87.0, Port Huron Subdivision, east and west leg of PH&D wye, Detroit Edison Industrial Tracks, Bell River, and PH&D end of track, CBF14.0.

Six (6) axle locomotives must not clear the PH&D Industrial Track at any industrial track or siding.

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.5 GRAND TRUNK WESTERN BULLETIN BOOK LOCATIONS

TAPPAN TO NORTH KEARSLEY

Employees, when going on duty for trains originating at Port Huron, destined to operate over GTW trackage between North Kearsley and Tappan, must review GTW bulletins in bulletin book. GTW bulletin books are in service at the following locations:

Flint - Yard Office

Port Huron - Yard Office

115.83-A TRAIN BULLETIN AND RELEASE FORM

1. Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Port Huron, Mi - Yard Office

2. Grand Trunk Western Railroad Trackage -

Before departing Port Huron, Mi, trains destined for GTW trackage between North Kearsley and Tappan, MI, must:

- a) The conductor and engineer must have in their possession the following sections of Grand Trunk Western Rail Operations Manual:

- 1) Operating Rules.
- 2) Timetable Special Instructions.
- 3) Flint Subdivision Timetable Instructions.

- b) Must sign up with GTW assistant chief dispatcher at Pontiac, MI, at telephone (810) 452-4796.
- c) Must receive GTW train dispatcher's bulletin properly addressed to their movement.
- d) Must inform GTW dispatcher TD-3 of any dimensional loads or restricted movements.
- e) Must have in their possession GTW, 3TA form book and RCBS clearance book.
- f) Must receive permission of GTW train dispatcher TD-3 or signal indication prior to entering the main track.

115.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Automatic Railroad Crossings

Table 89. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Vassar CBD19.4	HERC	Automatic	Note

Note:

Vassar: Due to rusty rail conditions, regardless of signal indication, trains must stop and will not proceed until conductor or engineer:

1. Determine that HERC train or engine is not fouling or approaching the crossing;
2. Pass the signal at least 30 feet, but not foul the crossing;
3. Wait 5 minutes; and
4. Proceed.

115.100 ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

- a) **Entire Subdivision** - Due to rusty rail conditions trains or engines must approach crossings on all tracks prepared to stop and must not foul crossing unless automatic grade crossing warning devices are operating properly or crossing is protected by crew member on ground at the crossing.

- b) **Tappan, Michigan Road** - When necessary for westward trains or engines to stop east of westward absolute signal at Tappan, stop will be made not less than 100 feet east of Michigan Road. To avoid unnecessary operation of flasher signals, a member of crew will operate key release located on flasher mast in northwest quadrant of crossing, as follows:

To stop flashers - Turn switch key clockwise, release and remove key immediately.

To start flashers - turn switch key clockwise and hold for 5 seconds, release and remove key.

- c) **Towerline Road** - Westward Port Huron Subdivision trains will stop east of white post and will not proceed over Towerline Road unless permission is received from Yardmaster at Saginaw.

115.104 SWITCHES

1. Hand-Operated Switches

Port Huron - Normal position of switch (CSX-GTW) located 300 feet west of Tenth Street is for movement last used.

115.105 USE OF SPECIFIED TRACKS

1. PH&D Industrial Track -

- Trains and/or engines will not occupy this track without receiving yarding instructions from the yardmaster at Port Huron.
- OTE movements will not be made without first advising the yardmaster at Port Huron.
- Trains and/or engines will be operated in accordance with Rule 105, not to exceed 20 MPH, except as noted below:

Table 90. Speed Restrictions

Between Location/Mile Post	MPH
Port Huron and Belle River Bridge (end of track) - Trains handling loaded LPG tank cars	15
East & West legs of wye tracks at PH&D Yard Office	10
Marysville - Electric and Gratiot Avenues	10
St. Clair - Vine and Hathaway Streets	15

- Chrysler Motors, CBF5.0** - Train crews will open door and will know that bridge over track in building has been raised before removing derail to enter. Plant overhead door will not be activated to close until all equipment is clear of door.
 - Akzo Salt, CBF11.4** - Crews will remove derails inside doors of plant. Gates over track are located 100 feet beyond M-29 Highway crossing.
 - Amoco (Dome Petroleum), CBF11.0** - Sign reading, "Tank Car Connected", on track will require trains or engines to stop, and not couple to cars, until it is known if cars are clear and free of attachments.
 - United Technologies Automotive Division (Inmont), CBF3.0** - Is equipped with a collapsible rail dock shelter. Cars must not be coupled to and/or be moved while the dock shelter is attached.
2. **CF Industries Spur Track, CBD85.9 - CBD83.5**
- Trains and/or engines will operate in accordance with Operating Rule 105, not to exceed 20 MPH.
 - Trains and/or engines will not occupy this track without first receiving yarding instructions from yardmaster at Port Huron.
 - OTE movements will not be made without first advising the yardmaster at Port Huron.
3. The track section between CBD55.8, Brown City, and CBD73.5, end of track Avoca, is designated as Detroit Edison Industrial Track. Trains and/or engines will be operated in accordance with CSX Transportation operating rule 105.

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 91. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Port Huron	0800-0100 Mon-Fri; 1600-2400 Sat.	08 & 70	Terminal
Range Road	Continuous	08	Wayside
Marlette	Continuous	08	Wayside
Gera	Continuous	08	Wayside

Note: AX Train Dispatcher call-in number is 7.

AX Train Dispatcher radio channel is 84.

AX Train Dispatcher telephone No. is 1-800-435-2219.

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120.0 SAGINAW TERMINAL SUBDIVISION-SW

121.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	EAST	STATIONS	SDG CAP (Ft)
CB0.7	TO PAINES	Mershon	
CB0.3	SAGINAW RIVER	0.4 Washington Ave.	
CB00.0	BAY CITY IND. TR.	0.3 Saginaw Depot	
CC0.0	HERC	2.2 Hoyt	
CC2.2	SAGINAW SD		
2.9 MILES MERSHON TO HOYT			

121.1 DIAGRAM CROSS-REFERENCE

Table 92. Diagram Cross-Reference

Subdivision	Division	Page
Dean	Detroit	5
Saginaw	Detroit	41

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 93. Authority for Movement

Between Location/Mile Post	Rules
Superior Street and CBE10.1, Paines	93 See Note 1 & 2
Mershon (EE Siding Dean Subdivision) and the signals in the vicinity of CB0.0 governing northward or westward movement including the crossing of the CMGN Railroad	265-271
Southward Signal on the Bay City Industrial Track at CB0.1 and the signals in the vicinity of CB0.0 governing northward or westward movements.	265-271

Notes:

- Permission must be obtained from the "AX" Train Dispatcher before entering main track.
- On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

122.4 EXCEPTED TRACKS

East Side Belt	Zilwaukee Spur
Superior Street Spur	Salt Street Spur
West Shore Spur	Water Street Spur
South Bay City Spur	

123.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered milepost locations listed below:

Bay City Industrial Track - CBB7.0 and CBB3.0

124.0 EQUIPMENT RESTRICTIONS

Table 94. Equipment Restrictions

Location	Equipment	Restriction
CMGN RR Between Paines and Superior St.	GP38, GP39, GP40, GP40-2, SD7, SD9, SD18, SD20-2, SD35, SD40, SD40-2, SD50, U23B, U30B, B30-7	Must not operate on
	Cars with gross weight exceeding 270,000 lbs.	
Bay City: D&M Bridge	6 axle units	Must not operate on

- Within Saginaw Terminal, trains handling loaded 95-ton or greater capacity hi-cube 3800 to 4800 cubic feet covered hoppers will comply with Restricted Equipment Rule 34.
- Six-axle units may operate on the Bay City Industrial Track CMGN Main Track and Consumer's Power tracks, Essexville.

Six-axle units are not permitted to clear the Bay City Industrial Track at any Industrial Track CR Siding.

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.83-A TRAIN BULLETIN AND RELEASE FORM

Centralized dispatching system printers and/or telecopiers (Onnifax, Facsimile or Telefax) machines are located at:

Saginaw - Crew Room

125.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Drawbridge

- Foss, Drawbridge over Saginaw River** - The span on the swing bridge over the Saginaw River will be left open for river traffic. Bridgetender is on duty Monday through Friday, 1200 to 2000 and 0001 to 0801, and on call Saturday, Sunday, and holidays. Movements over the drawbridge will be governed by hand signal from the bridgetender after stopping.

- b) **Lake State Railway Company swing bridge over the Saginaw River** - The bridge will remain lined for river traffic. All trains required to cross this bridge Monday through Friday between the hours of 0700 and 2300 must first contact the L.S.R.C. Dispatcher via telephone at (517) 362-3465, who will in turn notify the bridgetender. All train movements must be preceded by a signal from the bridgetender. Between the hours of 2300 and 0700 Monday thru Friday, and 24 hours per day Saturday, Sunday and holidays, it will be necessary to contact one of the following employees via telephone.

Roger Buffman.....(517) 846-1028
 Pager.....730-1065
 Harry A. Rodman.....(517) 756-4093
 Pager.....730-9779
 Donald Scharich.....(517) 739-5727
 Pager.....730-9010
 Richard L. Vanbuskirk.....(517) 362-5867

2. Railroad Crossings at Grade

Table 95. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Merson CBB7	CMGN	Remote	Rule 234-B(2)
Foss CBB15.0	CMGN	Tilting Target	Note 1

Note: Foss, Bay City Industrial Track - After stopping, trains may cross CMGN when tilting target is in diagonal position. Tilting target may be left in position last used.

125.100 ROAD CROSSINGS AT GRADE

1. Providing Crossing Protection

- Saginaw, CMGN to Paines, Bristol Street, Genesee Street, Davenport Street** - When eastward trains cannot clear these crossings prior to 1700, they will lay back so as to not block crossings until after 1715.
- River Road** - Trains and engines on siding must stop 30 feet from crossing and must not move over crossing until flashers have operated for at least 20 seconds unless protected by a member of crew on ground.
- West Side Belt, Michigan Avenue** - Trains or engines must stop and crew member on ground to protect movement.
- West Shore Spur, Davenport Street, West Genesee Avenue** - Trains or engines must stop and crew member on ground to protect movement.
- South Bay City, Broadway Street** - Trains or engines on the South Bay City spur must stop and crew member on ground to protect movement.
- Essexville, North 6th Street** - Movements on the long siding must not foul crossing until flashers have operated for at least 20 seconds or crossing is protected by a member of the crew on the ground.
- Hoyt, Perkins, Janes and Lapeer Street Crossings** - Due to rusty rail conditions, trains or engines, moving on "A" track and the inbound lead, between CC2.0 and CC2.2, must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.

tection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.

125.105 USE OF SPECIFIED TRACKS

1. All Saginaw Yard and Industrial Tracks

- Trains and/or engines will operate in accordance with Rule 105, not to exceed 10 MPH.
- Trains and/or engines will not occupy these tracks without first receiving yarding instructions from the yardmaster at Saginaw.

2. Bay City Industrial Track

- Trains and/or engines will operate in accordance with Rule 105, not to exceed 20 MPH except as noted below:

Table 96. Speed Restrictions

Between Location/Mile Post	MPH
CBB0.1 and CBB2.1	10
CBB9.5 and CBB16.7	10

- Trains and/or engines will not occupy these tracks without first receiving yarding instructions from the yardmaster at Saginaw.
- OTE MOVEMENTS will not be made without first advising the yardmaster at Saginaw.
- When handling loaded unit trains at consumers facility at Bay City, cars must be run around and pulled into tracks for spotting.

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Note AX Train Dispatcher call-in number is 4.

AX Train Dispatcher radio channel is 84.

AX Train Dispatcher telephone No. is 1-800-435-2219.

126.0 MISCELLANEOUS INSTRUCTIONS

- Close Clearances - Employees are prohibited from riding on the sides of cars due to close clearance in the following locations:

Saginaw - Berger Company loading site.

NOTES:

130.0 SAGINAW SUBDIVISION-TD

131.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
CC2.2 3500	SAGINAW TERM SD	Hoyt	10515
CC11.3 3502-3503	CMGH PORT HURON SD	9.1 Blackmar	7435
CC15.5 3504-3505		4.2 Birch Run	8114
CC21.3 3506-3507		5.8 Clio	7378
CC26.2 3508		4.9 Mt. Morris	15875
CC29.2 3509		3.0 McGrew	
CC30.7 3510		1.5 South McGrew	
CC32.9 3511	GTW	2.2 North Kearsley	
CC33.5 3512	No. 2 No. 1	0.6 South Kearsley	
CC33.9 3513	GTW	0.4 Mac	
CC36.1 3514		2.2 Atwood Wye	
CC37.7 3515		1.6 Atwood Jct	
CC40.7 3516-3517		3.0 Grand Blanc	4281
CC44.5 3518-3519		3.8 Newark	7258
CC50.2 3520	GTW	5.7 Holly	
CC58.8 3521-3522		8.6 Clyde	14074
CC70.4 3524-3525		11.6 Wixom	10250
CC71.5 3526-3527		1.1 Lincoln	1-6600
CC74.7 3528-3529		3.2 Novi	2-7500
CC82.0 3530	NORTH YD NEW-BURGH YD WAYNE YD	7.3 Plymouth	7098
CC90.1 3533	DETROIT SD	8.1 Wayne	23600
CC93.8 3536	CR	3.7 Romulus	
CC96.9	NS	3.1 New Boston	
	No. 2 No. 1	8.1	

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
CC105.0		Carleton	NS 5629
CC115.2		10.2 Monroe	SS 4380
CC125.2		10.0 Erie	NS 2360
3537 CC130.4		5.2 Alexis	SS 3059
128.2 MILES HOYT TO ALEXIS			

Where Rule D-151 or D-251 is in effect, the direction of traffic is:

No. 1 Track - Northward

No. 2 Track - Southward

131.1 DIAGRAM CROSS-REFERENCE

Table 97. Diagram Cross-Reference

Subdivision	Division	Page
Detroit	Detroit	7
Port Huron	Detroit	35
Saginaw Terminal	Detroit	39
Toledo Terminal	Detroit	49

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 98. Authority for Movement

Between Location/Mile Post	Rules
CC2.2 and CC93.8	265-271
CC93.8 and CC104.7	D-251
CC104.7 and CC105.5 GTW Crossing	265-271
CC105.5 and CC125.2	D-251
No. 1-CC125.2 and CC130.4	265-271
No. 2-CC125.2 and CC130.4	D-251

Note:

1. Rules 265-271 are in effect on the following tracks:

Sidings: Hoyt, Grand Blanc, Newark, Clyde, Wixom, Novi, Plymouth, Wayne, and No. 1 Pass Lincoln

Other: No. 1 Yard Lead - Plymouth - between Westward Wye Switch and Main Street

132.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENT AGAINST CURRENT OF TRAFFIC)

Table 99. Suspension of Signal System (and Movements Against Current of Traffic)

Between Location/Mile Post	Block Names
CC2.2 Hoyt and CC12.0 South Switch Blackmar Siding	Black
CC12.0 South Switch Blackmar Siding and CC16.7 South Switch Birch Run Siding	Birch
CC16.7 South Switch Birch Run Siding and CC22.8 South Switch Clio Siding	Clio
CC22.8 South Switch Clio Siding and CC29.2 NEDT McGrew	Morris
CC29.2 NEDT McGrew and CC32.8 SAS North Kearsley GTW Crossing	Flint
CC32.8 SAS North Kearsley, GTW Crossing and CC33.5 SAS South Kearsley, GTW Crossing	Kearsley
CC33.5 SAS South Kearsley, GTW Crossing and CC37.7 SEDT Atwood Jct.	Atwood
CC37.7 SEDT Atwood and CC41.8 South Switch Grand Blanc Siding	Blanc
CC41.8 South Switch Grand Blanc and CC45.1 South Switch Newark Siding	Newark
CC45.1 South Switch Newark Siding and CC49.9 SAS Holly GTW Crossing	Holly
CC49.9 SAS Holly GTW Crossing and CC61.1 South Switch Clyde Siding	Clyde
CC61.1 South Switch Clyde Siding and CC70.3 South Switch Wixom Siding	Wixom
CC70.3, South Switch Wixom Siding and CC72.0 South Switch No. 1 Siding Lincoln	Lincoln
CC72.0 South Switch No. 1 Siding Lincoln and CC74.8 South Switch Novi Siding	Novi
CC74.8 South Switch Novi Siding and CC81.5 SAS Plymouth Interlocking	Northville
CC81.5 SAS Plymouth Interlocking and CC87.1, South Switch Plymouth Siding	Plymouth
CC87.1, South Switch Plymouth Siding and CC93.7 SAS Romulus, NS Crossing	Wayne
CC93.7 SAS Romulus, NS Crossing and CC95.7 Eureka Crossover	Kelsey
CC95.7 Eureka Crossover and CC104.7 SAS Carleton North Interlocking limit	Carl
CC104.7 SAS Carleton North Interlocking limit and CC114.3 North Crossover switch Monroe	Monroe
CC114.3, N. Crossover Switch Monroe and CC125.2 Crossover Switch Erie	Erie
CC125.2 Crossover Switch Erie and CC130.1 SAS Alexis	Alex

132.4 EXCEPTED TRACKS

1. Flint - Atwood Wye
2. Flint - Atwood Yard
3. Flint - Old Main
4. Flint, McGrew Yd, South of Carpenter Road - except No. 1 yd track S. of Carpenter Rd. to the roundhouse
5. Grand Blanc Yard

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 100. Maximum Authorized Speed

Between Location/Mile Post	MPH
CC2.2 and CC82.0	50
CC82.0 and CC130.4	45

133.2 SPEED RESTRICTIONS

Table 101 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
Entire Subdivision	35
Trains in excess of 7000 tons	35
CC2.2-Connection track between Saginaw and Port Huron Subdivisions	10
Approaching Cumberland Street crossing (West Saginaw)	5
Bridgeport Dixie Highway	30
CC6.2 and CC6.3	35
CC25.3 and CC30.7	35
No. 1-CC30.7 and CC37.7 NEDT	35
No. 2-CC30.7 and CC36.1	35
No.2-CC36.1 and CC37.7 SEDT Head End only	20
CC37.7 SEDT and CC40.9	35
Grand Blanc-On Siding	20
CC39.5 and CC40.9	25
CC48.3 and CC49.9	15
CC49.9 and CC50.9	30
CC64.9 and CC65.2 (Milford Curve)	15
Wixom-on siding CC68.0 and CC70.3	10
Lead into Lincoln Plant	35
Novi-between CC73.5 and CC76.0	15
Novi-through siding	15
Plymouth-on Northeast, Southeast and Southwest Wyes	20
Plymouth Siding	10
Plymouth-on Northwest Wye and No. 10 Track	30
CC81.9 and CC83.1	15
Wayne-On Siding CC88.2 to CC92.7	30
Wayne Conrail Crossing CC90.2	35
Carleton, Monroe Street, CC105.1	35

Table 101 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
CC114.8 and CC115.2	35

Note: Dow Chemical Unit Trains (Trains R238 and R239) are restricted as follows:

CC2.2 and CC82.2 - 40 MPH

CC82.2 and CC130.4 - 45 MPH

133.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

CC8.0 and CC12.0

CC33.0 and CC36.0

CC96.0 and CC97.0

CC118.0 and CC124.0

134.0 EQUIPMENT RESTRICTIONS

Table 102. Equipment Restrictions

Location	Equipment	Restriction
Romulus: Detroit Diesel Plant	Other than hopper cars	Must not operate on No. 3 Industrial Track
Wayne: Unger Warehouse	Cars 60 ft. and longer	Must not operate on West Track

1. Train classification instructions for empty 80 feet and longer cars in trains en route Plymouth Subdivision - See Section 114.1 Item 1, of Plymouth Subdivision.

2. Six-axle units may operate on the following tracks:
Wayne - The North Wye and Wayne Industry Tracks.

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.5 GRAND TRUNK WESTERN BULLETIN BOOK LOCATIONS

North Kearsley to Tappan

Employees when going on duty for trains originating at Flint, destined to operate over GTW railroad trackage between North Kearsley and Tappan, must review GTW bulletins in bulletin book. GTW bulletin books are in service at the following locations:

Flint - Terminal Tard Office

135.58 DEFECT DETECTORS

Table 103. Defect Detectors

Mile Post/Location	Type	Location of Indicators/Personnel Reading Charts
Bridgeport, Mi. CC8.8	AD	Voice Instructions
Mt. Morris, MI CC24.4	AD	Voice Instructions

Table 103. Defect Detectors

Mile Post/Location	Type	Location of Indicators/Personnel Reading Charts
Newark, MI CC46.5	AD	Voice Instructions
North End Wixom CC67.9	AD	Voice Instructions
New Boston CC99.1	AD	Voice Instructions
Erie, MI CC122.4	AD	Voice Instructions

135.83-A TRAIN BULLETIN AND RELEASE FORM

1. Centralized dispatching system printers and/or telecopier (Omnifax, Facsimile, & Telefax) machines are located at:

Saginaw, MI - Crew Room

McGrew Yard - Yard Office

Grand Blanc, MI - Crew Room

Wixom, MI - Yard Office

Plymouth, MI - Crew Room

Wayne, MI - Yard Office

2. Grand Trunk Western Trackage -

Before departing Flint, MI, trains destined for GTW trackage between North Kearsley and Tappan must:

- a) The conductor and engineer must have in their possession the following sections of Grand trunk Western Rail Operating Manual:
 - 1) Operating Rules
 - 2) Timetable Special Instructions
 - 3) Flint Subdivision Timetable Instructions
- b) Must sign up with Assistant Chief Dispatcher at Pontiac, MI, (10) 452-4796.
- c) Must receive G.T.W. Dispatcher's bulletin properly addressed to their movement.
- d) Must inform GTW Train Dispatcher TD-3 of any dimensional loads or restricted movements.
- e) Must have in their possession GTW GTA Form Book and RCBS Clearance Book.
- f) Must receive permission of GTW Train Dispatcher TD-3 or signal indication prior to entering GTW Main Track.

135.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Railroad Crossings at Grade

Table 104 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Hoyt CC2.2	CMGN	Remote	Note 1
North Kearsley CC32.9	GTW	Remote	Note 2
South Kearsley CC33.5	GTW	Remote	Note 3
Holly CC50.2	GTW	Remote	Rule 234-B(2)
Plymouth CC82.0	CSX	Remote	Note 4

Table 104 (Page 2 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Wayne CC90.1	Conrail	Remote	Note 5
Romulus CC93.8	NS	Automatic	Note 6
Carleton CC105.0	GTW	Automatic	Note 7

Note.

1. **Hoyt, CMGN Crossing** - When 'STOP' aspect is displayed by absolute signal governing movement over CMGN Crossing, after contacting train dispatcher, conductor or engineer will:

- Determine CMGN train or engine is NOT FOULING or approaching crossing;
- Pass signal at least 30 feet but NOT FOULING crossing;
- Wait 5 minutes; and
- Proceed in accordance with Rule 233.

2. **North Kearsey, GTW Crossing** - When 'STOP' aspect is displayed by absolute signal governing movement over GTW crossing, after contacting train dispatcher, conductor or engineer will:

- Determine GTW train or engine is NOT FOULING or approaching crossing;
- Operate release device, located on CSX instrument house;
- Wait 5 minutes;
- Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher and;
- Pass signal at least 30 feet but NOT FOULING crossing;
- Wait 5 minutes; and
- Proceed in accordance with Rule 233.

3. **South Kearsey, GTW Crossing** - When 'STOP' aspect is displayed by absolute signal governing movement over GTW crossing, after contacting train dispatcher, conductor or engineer will:

- Determine GTW train or engine is NOT FOULING or approaching crossing;
- Operate release device, located on CSX instrument house;
- Wait 5 minutes;
- Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher and;
- Pass signal at least 30 feet but NOT FOULING crossing;
- Wait 5 minutes; and
- Proceed in accordance with Rule 233.

4. **Plymouth** - When absolute signal governing movement over CSX Crossing displays 'STOP' aspect, after contacting CSX Train Dispatcher, Conductor or Engineer will:

- Determine that train or engine is not fouling or approaching crossing;

- Pass signal at least 30 feet but not foul crossing;

- Wait 5 minute time interval;

- Before proceeding, it must be known that all switches are lined for movement. A member of crew must remain at power operated switch (unless dual control switch has been secured in hand throw position or non-dual control power operated switch has been spiked) until leading unit or car reaches switch, to give hand signal to stop should the switches change movement. After movement reaches first switch enroute (when there are other switches), employee must precede movement over remaining switches to be in position to give hand signal to stop should any of the switches change position.

- Proceed per Rule 233.

5. **Wayne, Conrail Crossing** - When 'STOP' aspect is displayed, Rule 234-B(2) applies. Southward trains, picking up and/or setting off must proceed over Conrail Crossing to a point 50 feet south of the Wayne Tower to release "trap circuit."

6. **Romulus, NS Crossing** - When 'STOP' aspect is displayed by absolute signal governing movement over NS Crossing, after contacting train dispatcher, conductor or engineer will:

- Determine NS train or engine is NOT FOULING or approaching crossing by observing red light marked "N&W Signals at Stop." If light is out, DO NOT DEPRESS "Clear CSX" pushbutton.
- Depress and hold "CLEAR CSX" pushbutton for 3 seconds;
- Wait 8 minutes;
- Signal should clear. If signal does not display aspect to proceed, secure permission of train dispatcher; and
- Pass signal at least 30 feet but NOT FOUL crossing;
- Wait 5 minutes; and
- Proceed in accordance with Rule 233.

Time-out feature is provided for northward approach circuit, on No. 1 Main Track, to NS Crossing. Northward trains using more than 8 minutes between "cut section," located 1700 feet south of CC97.0, and absolute signal Romulus can expect the absolute signal to display 'STOP' aspect Rule C-292.

Northward Trains Stopped at NS Crossing - Signal cleared by train dispatcher on request, will display favorable aspect for 3 minutes and 50 seconds.

7. **Carleton, MI. GTW Diamond** - (Emergency release push button located northeast quadrant of crossing Diamond side of CSX Instrument case). When "stop" aspect is displayed by absolute signal governing movement over GTW crossing, after contacting Train Dispatcher, Conductor or Engineer will:

- Determine GTW train or engine is not fouling or approaching this crossing by observing white light marked "GTW" located in CSX instrument case. If this light is out, do not depress "CSX push button" because a train is on the GTW circuit.
- If light marked "GTW" is on, depress and hold "CSX push button for 3 seconds, (CSX white light located in CSX instrument case should light).

- c) Wait 8 minutes;
- d) Absolute signal governing movement over GTW Diamond should clear. If signal does not display aspect to proceed, secure permission of train dispatcher; and,
- e) pass signal at least 30 feet but do not foul crossing;
- f) Wait 15 minutes; and
- g) Proceed in accordance with Rule 233.

Time-out feature is provided for northward and southward approach circuits, on No. 1 and No. 2 track, to GTW crossing as follows:

- 1) Northward trains, No. 1 track using more than 15 minutes and 30 seconds between "cut section". Located 2.089 feet south of CC109.0 and absolute signal (NAS) Carleton must approach NAS Carleton prepared to stop at this signal unless proceed indication is observed.
- 2) Southward trains, No. 2 track using more than 15 minutes and 30 seconds between "cut section" location 67 feet North of CC101.0 and absolute signal Carleton (SAS) must approach SAS Carleton prepared to stop at this signal unless proceed indication is observed.
- 3) Southward trains, No. 1 track, using more than 9 minutes between "cut section", located 2.613 feet north of CC103.0 and absolute signal Carleton (SAS) must approach NAS Carleton prepared to stop at this signal unless proceed indication is observed.

135.100 ROAD CROSSING AT GRADE

1. Providing Crossing Protection

- a) **Hoyt, Perkins, Janes and Lapeer Street Crossings** - Due to rusty rail conditions, trains or engines, moving on "A" track and the inbound lead between CC2.0 and CC2.2, must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.
- b) **Hoyt, Blackmar, Birch Run and Clio Passing Sidings** - Due to rusty rail conditions, trains or engines must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are operating properly or crossings are protected by a crew member on the ground at the crossing.
- c) **Blackmar, Lange Road** - Cars must not be left standing within 300 feet of crossing.
- d) **Mt. Morris, Stanley Road** - Movements on Turnstead lead must not foul Stanley Road unless gates are down or crossing is protected by a member of crew on ground at the crossing.
- e) **Davison Road Crossing** - Operating circuits on Dort Track, Dort Industrial Lead, Flint Sash and Door Lead, extend 165 feet from center of crossing in each direction. Movements must not exceed 5 MPH approaching crossing and must not foul crossing until gates are down or crossing is pro-

ected by a member of the crew, on the ground at the crossing.

- f) **Averill Street** - Through movements must not exceed 5 MPH approaching crossing.
 - g) **12th Street** - Trains or engines approaching crossing on Old Main Line must stop at white posts located 50 feet north and south of 12th Street Crossing and will not proceed until it is known that signals are operating to protect highway crossing. Movement over crossing on Storage Track 3 must not be made unless flashers have operated for 20 seconds or crossing is protected by a member of crew on ground at the crossing.
- Before fouling crossing, when operating on Storage tracks, the highway flasher light control switch located in the northeast quadrant of 12th and Old Main Line, must be used to activate flasher lights. After movement is completed flasher lights must be deactivated, using the same switch.
- h) **South Grand Traverse Street** - The operating circuit on the Old Main Track extends 50 feet from each side of crossing. Movement over crossing must not be made unless flashers have operated for at least 20 seconds or crossing is protected by member of crew on ground at the crossing

- i) **South Saginaw Street** - All movements on Old Passing Track must stop with lead-wheels on street side of insulated joints, painted yellow, and wait for gates to lower before moving over this crossing.
- j) **Carpenter Road** - Southward train having a set-off for McGrew Yard will pull entire set-off over Carpenter Road crossing to permit highway traffic to clear before making set-off in either "A" or "B" tracks.

Southward trains picking up at McGrew Yard will cut off north of Carpenter Road a sufficient distance that, when recoupled, crossing will not be blocked.

- k) **Flint, Davison Road, Dort Pass** - Due to rusty rail conditions at MP CC32.4 trains or engines must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.
- l) **Grand Blanc, Church Street, Reid Road, Lincoln Street, Union Street** - Movement over crossings on Old Main track must be protected by member of crew on ground at the crossings.
- m) **Clyde, Wardlow Road and first private crossing 675 feet east of Wardlow Road** - Waiting trains occupying Clyde Siding and/or Main Track will stop clear of both crossings.
- n) **Wixom, Beck Road, West Road, Pontiac Trail** - Southward trains working at Lincoln Yard must clear Pontiac Trail and Beck Road. Clearance distances are the following:

Main Line and No. 1 Pass - Northward signal to Beck Road - 5200 feet

Pass #2 - Northward signal to Beck Road - 5800 feet

All 3 Tracks - If permitted to foul northward signal, but clear of Beck Road and Pontiac Trail - 6200 feet.

If Southward train will not clear between Pontiac Trail and Beck Road after making pickup, train crew will leave train north of Maple Road, Wixom, when working Lincoln.

In emergency situations, the dispatchers can override these instructions.

Wixom police must be contacted prior to road blockage to allow police to reroute automobile traffic.

- o) **Plymouth, Lilley Road (South Pass)** - When "STOP AND PROCEED" aspect (Rule C-291) is displayed by Signal 831, Northward trains, on Plymouth Siding, will contact the CSX Train Dispatcher immediately and unless otherwise instructed, will remain south of signal until "APPROACH" aspect, (Rule C-285) is displayed. Trains leaving on "STOP AND PROCEED", aspect must not foul Lilley Road until gates are lowered or crossing is protected by a member of the crew on ground at the crossing.
- p) **Westland, Ford Road** - The National Block Company service roads at Ford Road and CSX Track Intersection must not be blocked between the hours of 0600 and 1900 April 1st through November 30th, and between the hours of 0800 and 1700 December 1st through March 31st. The time schedule will also include Saturday hours between 0700 and 1200.
- q) **New Boston, Pennsylvania Road** - Trains or engines using set off tracks must not exceed 10 MPH approaching crossing.
- r) **Romulus, Ecorse Road** - The blocking of Ecorse Road with standing equipment, is prohibited at any time.
- s) **Carleton, All Streets** - No car or cars shall be switched across, along or within the lines of any street or public highway within the village of Carleton unless it is attached to a locomotive.
- t) **Flint, Old Main Line** - Due to rusty rail conditions on old main line, between switch at MP CC37.5 and end of track at Hemphill Road, trains or engines must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.

135.100-D CONSTANT TIME MOTION DETECTOR ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, rule 100-D, paragraph five applies:

Location	Crossing Name
MP CC82.47	Main Street
MP CC94.37	Grant Street

135.105 USE OF SPECIFIED TRACKS

1. **Mt. Morris** - Southward movements on Mt. Morris siding must stop clear of crossover located 600 feet south of Carpenter Road unless southward absolute dwarf signal governing movement from siding displays aspect to proceed.

Train dispatcher may permit northward train or engine to pass "STOP" signal governing entrance to south end of Mt. Morris siding for the purpose of entering yard through hand-operated crossover located 600 feet south of Carpenter Road, when siding is occupied.

Before permission is given, train dispatcher must be informed by a member of crew of northward train or engine that southward train or engine is stopped clear of crossover.

2. **Flint, E.I. DuPont** - Within the confines of the E.I. DuPont property south of Hamilton Avenue, open flames and smoking is prohibited. Engineers will work light throttle between Hamilton Avenue and Wood Street to avoid sparks.
3. **Buick, Hamilton Avenue Loading Facility** - When spotting tri-levels, engine will be coupled to a least 5 cars. Speed will not exceed 3 MPH when operating into or out of loading facility.
4. **Carpenter Road** - Trains picking up at McGrew Yard, Flint, Michigan, and northbound trains setting off at Coldwater Road Yard, must not exceed a speed of 6 MPH when pulling pick-up over Carpenter Road.

Trains originating and/or terminating at McGrew Yard, Flint, MI, and northbound trains setting off at Carpenter Road Yard, must not exceed 10 MPH crossing Carpenter Road to permit clerical forces to check car numbers.

5. **McGrew, Buick Motor - GMC** -
 - a) Cars placed at 17 Pad, 03-1 Lead, must have secure hand brake applied to prevent cars from moving during loading and/or unloading operations.
 - b) Speed must not exceed 7 MPH, except through turnouts and on Track 93 speed must not exceed 5 MPH.
 - c) 86 foot hi-cube cars must not be operated on 02-5 or 10-1 Lead.
 - d) Crews involved in derailments inside Buick Motor are not to attempt to rerail cars or engines without obtaining proper authority.
 - e) Tri-levels must not be placed on Buick Powerhouse Track, south of Stewart Avenue.
 - f) Crews working in the vicinity of the Hamilton Avenue Tri-Level Loading Facility and the Buick Powerhouse are to avoid using Tri-Level tracks No. 3 and 4 for any reason other than storage of cars or a run-around movement. If, for any reason, it becomes necessary to shove cars southward out of these tracks or to pull northward into these tracks, the speed of the movement is not to exceed 4 MPH and a crew member must be stationed at the key switch to monitor the movement.
 - g) Factory 05 - Track 2 - The use of equipment exceeding 16 ft. 9 in. in height is prohibited.
6. **McGrew, Roundhouse** - Chains must be removed before moving locomotives.

7. **Flint, Old Main** - Before entering the following track limits, crews must have permission of Maintenance of Way personnel:

Old Main, Flint - From Hemphill Street to end of track at Second Street.

8. **Flint Scale Track** - Cars must not be left standing on the live scale track at Flint except when weighing. Do not transmit with portable radios when inside the Scale House.
9. **Rittman Scrap Processors** - When pulling cars from Rittman Scrap Processors, crews will not make any couplings south of switch for tracks 1 and 2, except to couple engine to cars or double one track to the other. If pull instructions on switch list cannot be fulfilled as outlined above, contact McGrew Yardmaster and make notation on switch list to be turned in by conductor.
10. **Johnson Control, CC74.8** - Employees are not permitted on the north side of the track between 1493 feet and 1772 feet from the clearance point account unloading racks. No signs or lights are installed.
11. **Wayne** - Siding Track between Newburgh Road and SAS Conrail Diamond cannot be used without permission of train dispatcher.
12. **New Boston, Bids Terminal** - The switch to the New Boston Bids Terminal is lined and locked for track A-1, against movements to tracks A-2 through A-5. Movements to Tracks A-2 through A-5 will not be made without permission of a Bids Terminal Employee. Employees must protect the leading car of shoving movements, looking out for the Bids Terminal car mover.
13. **Fisher Body No. 1** - Cars left standing on tracks in Fisher No. 1 support yard, and any other tracks in this vicinity. Must have sufficient hand brakes set on the north end to hold cars.
14. **Grand Blanc** - Due to rusty rail conditions on the yard lead at Grand Blanc between MP CC40.5 and MP CC40.8 trains or engines must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.

135.C-280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH RULES C-281 THROUGH C-297

Rule C-281 as shown below applies on the Saginaw Subdivision:



135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 08.

Table 105. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Birch Run	Continuous	08	Wayside
Flint	Continuous	70	Terminal
Holly	Continuous	08	Wayside
Lincoln	Continuous except 1600 Sat. to 1600 Sun.	08	Terminal
Novi	Continuous	08	Wayside
Plymouth	Continuous	70	Terminal
Plymouth	Continuous	08	Wayside
Wayne	Continuous except 1600 Sat. to 1600 Sunday	70	Terminal
Romulus	Continuous	08	Wayside
Monroe	Continuous	08	Wayside

Note: AX Train Dispatcher call-in number is 4.

AX Train Dispatcher radio channel is 84.

AX Train Dispatcher telephone No. is 1-800-435-2219.

1. Exceptions to the Standard CSX Radio Channels and their use on the Saginaw Subdivision:

Location/Job	Monitor Channel	Channels Available
Flint-Buick Job	20	08 & 12
Coldwater Job	12	08 & 20
Plymouth Yard Job (Note)	20	08 & 70
Car Inspectors Plymouth	29	08 & 70

Note: These jobs will use Packset type radio on engine in addition to the engine radio.

2. Handling and Safeguarding Radios

Walbridge and Grand Rapids crews may retain portable radios, belts and holsters until returning to their home terminal.

136.0 MISCELLANEOUS INSTRUCTIONS

1. Close Clearances - because of close clearance at the following locations, employees are prohibited from riding the sides of cars:

Location	Track
Flint	
Fisher Guide Coldwater	No. 5 Dock
Fisher Guide Coldwater	No. 8 Dock
Rip Track	No. 2 at Wheel Dock
Lockhart Chemical	East Side
Buick	No. 10-1 North
Buick	No. 10-2 South

Buick	No. 36-2
Buick	No. 36-3
Buick	No. 38 Dock
Buick	No. 10-4
Buick	No. 03-1
Buick	No. 03-3
Buick	No. 31-3
Buick	No. 11 East Side
Buick	No. 95
Buick	No. 86 Dock
Buick	No. 05-1 Dock
Hamilton Ave Loading	All Tracks

NOTES:

2. Close overhead clearance exists at Michigan Steel Processing at New Boston, Michican, due to overhead door being only 18 feet above top of rail. High cars and high engines are prohibited from operating within 10 feet of this close clearance.
3. Close clearance Savage Industries, Flint, Michigan - Account close clearance, crews are not permitted to enter the unloading area, located on No. 36 track, signs have been installed near the gate, stating "Close Clearance".
4. Savage Industries, Flint, coal unloading facility will be served in the following manner:
 - a) Crews will shove 30 loads of coal into No. 34 track, from the north end of the yard, leaving the cars south of the south crossover switch.
 - b) Savage Industries will then pull 15 cars out of No. 34 track and set them into No. 36 track, using the new tail track.
 - c) Savage Industries will then unload the balance of the cars in No. 34 track by pulling them north on the tail track and shoving them south back into No. 34 track.
 - d) Savage will then unload the cars in No. 36 track, shoving the empties into No. 34 track.
 - e) When all 30 cars are empties, they will be pulled out of No. 34 track by CSX crew.
 - f) At no time will CSX crews go into No. 36 track.
5. Close overhead clearance exists at Heidtman Steel Products, located at CC129.2, Lavoy road, due to overhead door being only 18 feet above top of rail. All rail cars entering building must be gondola and/or flat bed for unloading steel coils.

NOTES:

140.0 TOLEDO TERMINAL SUBDIVISION-TT

141.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
CCA130.4	SAGINAW ST	Alexis	2000
CCA131.9	DTI	1.5 Hallett	
CTT1.0	YD	1.0 Boulevard	
CTT0.4	GTW	0.6 GTW Crossing	
CTT27.7	No. 2 No. 1	1.3 Lower Bridge	
CTT26.5	TOLEDO DOCKS	1.2 Millard Avenue	
CTT26.3	NS	0.2 Ironville	
CTT25.4	NS	0.9 Consaul Street	
CTT24.1		1.3 Starr Avenue	
CTT23.0		1.1 Pickle Road	
CTT21.9	CR TO ROCKWELL JCT. TO WALB. YD	1.1 Vickers	
CTT20.6	CR	1.3 WR Tower	
CTT19.5	CR	1.1 Stanley	
CTT16.4	No. 2 No. 1	3.1 Bates	
BE193.6	TO ROSSFORD TOLEDO SD	3.0 Perry	
16.7 MILES ALEXIS TO PERRY			

MP/ Ctr Pt	↓ NORTH ↓	STATIONS	SDG CAP (Ft)
CDA115.0	TO COLUMBUS	VR Tower	
CDA117.8	WALBRIDGE YARDS	2.8 Walbridge	
CDA118.4	TO VICKERS TO STANLEY	0.6 WR Tower	
CDA120.0	CR	1.6 Rockwell Jct.	
5.0 MILES VR TOWER TO ROCKWELL JUNCTION			

MP/ Ctr Pt	↓ NORTH ↓	STATIONS	SDG CAP (Ft)
CTT2.0	TOLEDO TERM	Hallett	
CTT3.1	AA CR	1.1 Tower K	
CTT4.6	GTW	1.5 Temperance	
CTT5.0	NS	0.4 NS Connection	
CTT12.7	TO PERRY	0.6 Gould	
CTT16.4	TO STANLEY	3.8 Bates	
11.5 MILES HALLETT TO BATES			

Where Operating Rules 120-132 (243-247) are in effect, the the direction of traffic is:

No. 1 Track - Northward and No. 2 Track - Southward

141.1 DIAGRAM CROSS-REFERENCE

Table 106. Diagram Cross-Reference

Subdivision	Division	Page
Saginaw	Detroit	41
Toledo	Louisville SL	Louisville TT
Columbus	C&OBU	C&OBU TTSI

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Movements, on tracks with rules 120-132 (243-247) in effect as designated below, will be authorized by verbal instruction of the CSX Train Dispatcher (See Notes 1 and 2). The Direct Traffic Control Block System Rules in the Toledo Terminal Subdivision Supplement will apply.

Note 1: Train movements will secure a Proceed Block Authority for one direction from the CSX Train Dispatcher, and will be governed by signal indication to operate with the current of traffic (North on No. 1 Track and South on No. 2 Track).

Note 2: Train movements will secure an Absolute, Clear, or Occupied Block Authority for one direction from the CSX Train Dispatcher to operate against the current of traffic (South on No. 1 Track and North on No. 2 Track).

Alexis To Perry

Table 107. Authority for Movement

Between Location/Mile Post	Rules
Alexis, CCA130.1 and CCA130.4	255-259
CCA130.4 and CCA131.9	120-132 (243-247) See Note 1
Hallett, CCA131.9 and CCA132.3 (CTT1.8)	255-259
CTT1.8 (CCA132.3) and CTT0.3	120-132 (243-247)
GTW Crossing, CTT0.3 and CTT0.2	255-259
CTT0.2 and CTT27.9	120-132 (243-247)
Lower Bridge, CTT27.9 and CTT27.7	255-259
CTT27.7 and CTT26.7	120-132 (243-247)
Millard Avenue, CTT26.7 and CTT26.5	265-271
Ironville, CTT26.5 and CTT26.4	255-259
No. 2 Track: CTT26.4 and CTT25.5	120-132 (243-247)
No. 1 Track: CTT26.4 and CTT25.5	265-271
Consaul Street, CTT25.5 and CTT25.4	255-259
CTT25.4 and CTT23.0	120-132 (243-247)
Pickle Road, CTT23.0 and CTT22.9	255-259
CTT22.9 and CTT22.0	120-132 (243-247)
Vickers, CTT22.0 and CTT21.9	255-259
CTT21.9 and CTT20.8	120-132 (243-247)
WR Tower, CTT20.8 and CTT20.6	255-259
CTT20.6 and CTT19.5	Conrail Rules
Stanley, CTT19.5 and CTT19.2	255-259
CTT19.2 and BE196.3	120-132
BE196.3 and BE196.3	120-132 (243-247)

VR Tower To Rockwell Jct.

Table 108. Authority for Movement

Between Location/Mile Post	Rules
VR Tower, CDA115.0 and Conrail Crossing, CDA118.2	255-259
Conrail Crossing, CDA118.2 and CDA118.4	255-259
Conrail Crossing, CDA118.4 and CDA120.0	Conrail Rules

Hallett To Bates

Table 109. Authority for Movement

Between Location/Mile Post	Rules
Hallett, CTT2.0 and CTT3.1	120-132
Tower K, CTT3.1 and CTT3.0	255-259
CTT3.0 and NS Conn, CTT5.0	120-132

Note:

1. Alexis-Hallett - Trains must secure the "Stick" Proceed Block and a signal to proceed at Alexis for southward trains, or at Hallett for northward trains.

Operators at Alexis and Hallett must check with each other on the following before giving trains a signal to proceed.

- a) There are no opposing or conflicting movements;
- b) Levers are blocked in position to prevent opposing movement from entering main track.

2. CSX trains will use the tracks of other railroads in accordance with their timetables, rules and regulations, as follows:

Location	Railroad
Rockwell Junction and Alexis, Toledo	Conrail
Stanley Yard	Conrail
Front Street-Homestead Yard and Sumner Street Yard to Gould	NS
CTT5.0, Temperence, and CTT12.7, Gould	NS
Hallett and Galena Streets, Toledo	AA
Lang Yard	GTW
WR Tower and Alexis, Toledo	Conrail
Stanley to WR Tower	Conrail

3. Toledo Docks - CSX and Conrail train and enginemen working at Toledo Dock are subject to CSX Rules and Special Instructions in addition to operating and safety rules of their respective home roads and are also subject to understanding and compliance with Bulletins and Notices of Toledo Dock posted at all on-duty points at Toledo Dock.

142.2 DTC BLOCK LIMITS

Alexis To Perry

Table 110. DTC Block Limits

Between Location/Mile Post	Block Names
NAS Alexis, CCA130.4 and SAS Hallett, CCA131.9	Stick
NAS Hallett, CTT1.8 and SAS GTW Crossing, CTT0.3	Hoff
NAS GTW Crossing, CTT0.2 and SAS Lower Bridge, CTT27.9	Suder
NAS Lower Bridge, CTT27.7 and SAS MI Cabin, CTT26.7	Front
No. 2 Track NAS Ironville, CTT26.4 and SAS Consaul, CTT25.5	York
NAS Consaul, CTT25.4 and SAS Pickle St., CTT23.0	Oil
NAS Pickle St., CTT22.9 and SAS Vickers, CTT22.0	Oakdale
NAS Vickers, CTT21.9 and SAS WR Tower, CTT20.8	Wales
NAS WR Tower, CTT20.6 and SAS Stanley, CTT19.5	Broadway
NAS Stanley, CTT19.2 and Bates Rd. BE196.3	Lime
Bates Rd. BE196.3 and SEDT Perry, BE193.6	Ross

VR Tower To Rockwell Jct.

Table 111. DTC Block Limits

Between Location/Mile Post	Block Names
Conrail Crossing Walbridge and Rockwell Jct., CDA120.0	Rockwell

Hallett To Bates

Table 112. DTC Block Limits

Between Location/Mile Post	Block Names
SAS Hallett, CTT2.0 and NAS Tower K, CTT3.0	Side
SAS Tower K, CTT3.1 and MP CTT5.0	Temper

Note: DTC block limit signs are installed on the left hand side when approaching in a northward direction at the following locations:

Enter Stick DTC block at Hallett Tower and; leave Temper DTC block at NS conn MP CTT5.0.

142.3 SUSPENSION OF SIGNAL SYSTEM

Table 113. Suspension of Signal System

Between Location/Mile Post	Block Names
No. 1 Track CTT26.3 Ironville and CTT25.4 Consaul St.	York

Table 113. Suspension of Signal System

Between Location/Mile Post	Block Names
NAS Lower Bridge, CTT27.7 and SAS Millard Avenue, CTT26.7	Front
SAS Millard Avenue, CTT26.7 and NAS Millard Avenue, CTT26.5	Millard

142.4 EXCEPTED TRACKS

- Lake Front Yard** - Running Track through No. 25 Track
- Between CTT12.6 Gould and CTT 16.4 Bates**
- Presque Isle Docks** - All tracks at Presque Isle Docks are excepted track with the following exceptions:
MI Cabin Area
A, B, C, D and E leads
Tracks 93-99
BP Lead

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 114. Maximum Authorized Speed

Between Location/Mile Post	MPH
Alexis and Walbridge	30
Stanley and Perry	30
Walbridge CDA118.0 and VR Tower CDA115.0	30
Hallett CTT2.0 and NS connection CTT5.0 (single track-Backside)	10
Gould CTT12.7 and Bates CTT16.4 (single track-Backside)	10

143.2 SPEED RESTRICTIONS

Table 115. Speed Restrictions

Between Location/Mile Post	MPH
CCA131.9 Hallett-Northward (head end only)	25
CCA131.9 Hallett-Southward (head end only)	15
CTT0.4 GTW Crossing	20
CTT27.7 Lower Bridge	20
CTT26.5 Millard	20
CTT26.3 Ironville Interlocking	20
CTT20.6 WR Tower	20
CTT19.5 Stanley	20
Stanley Yard "E"	10
GTW Crossing-South Wye CTT0.4	5
WR Tower-Northwest Wye to CSX	10
CTT2.0 and CTT5.0 (Backside)	10
CTT16.4	20
CTT20.7 and CDA118.0 (Walbridge Interlocker) When Using Crossover Only	10
CDA118.0 and CDA118.2 - Inbound track Walbridge Interlocker	10

144.0 EQUIPMENT RESTRICTIONS

Table 116. Equipment Restrictions

Location	Equipment	Restriction
Toledo Docks Dumpers Nos. 3 & 4	Cars with gross weight exceeding 270,000 lbs.	Must not operate on
Toledo Docks Dumpers No. 3 & 4	Engines	Must not operate on Barney inclines on load track, beyond kick-back switches on empty tracks, on trestle on empty return track, over car thawing equipment
Lake Front Dock-TORCO	Locomotives & cabooses	LFD Ore Loading Station is equipped with red and green colored lights located directly above the loading chutes. A red aspect signifies that the chutes are down and will not clear a locomotive or caboose. A green aspect signifies that the chute is up and will clear a locomotive or caboose
Dock Tracks, Overseas Terminal	High or wide loads	Must not operate under gantry crane
Walbridge Car Repair Facility - Material Track	Equipment	Clearance on steam pipe overhead is 18 ft. 5 in. air
North leg of Wye at South End of Lang Yard	Six Axle Engine	Must not operate on

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.14 ENGINE HORN INSTRUCTIONS

Westbound train entering Walbridge Yard via Hump lead to Hump Receiving Tracks must ring engine bell continuously from VR Tower to entrance to designated Hump Receiving Track. Whistle must also be sounded at Arrival Yard Service Road Crossing.

145.26 BLUE FLAG

Walbridge, Locomotive Servicing Track Areas - Derails will be kept in derailing position with blue oscillating light illuminated. When derail is in non-derailing position to permit movement, blue oscillating light will be extinguished manually by using switch located on pedestal.

145.43 TEMPORARY SPEED SIGNS

On the former Toledo Terminal Railroad section of the Toledo Terminal Subdivision, a sign will be placed far enough in advance of the restricted area to permit a reduction from maximum authorized speed to the speed specified in a train order or train message, but not less than twenty-one hundred (2100) feet, where practicable.

145.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Alexis to Perry

Table 117. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Alexis	CR	Remote	234-B(2)
Hallett	AA	Remote	234-B(2)
GTW Crossing	GTW	Remote	Note 2
Ironville	NS	Remote	234-B(2)
Vickers	CR	Remote	Note 3
WR Tower	CR	Remote	234-B(2)
Stanley	CR	Remote	234-B(2)

VR to Rockwell Junction

Table 118. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
CR Crossing Walbridge	CR	Remote	234-B(2)

Hallett to CTT5

Table 119. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Tower K	CR	Remote	Note 4
Mather Lead	CR	Signs	98-F

1. **'STOP' Signals** - When absolute signal governing movement over these crossings displays 'STOP' aspect, contact the appropriate control station for instructions. In addition, trains will not proceed past the 'STOP' signal unless DTC Block Authority is secured to proceed beyond the interlocking.
2. **GTW Crossing** - When absolute signal governing movement over GTW crossing is displaying "STOP" aspect, after securing permission of the CSX Train Dispatcher, conductor or engineer will:
 - a) Determine GTW train or engine is not fouling or approaching crossing;

- b) Depress and hold pushbutton for track required, located in box marked "TTRR Control" for 2 seconds;
 - c) After indicator is illuminated, train may proceed at restricted speed to next signal;
 - d) If indicator is not illuminated within 5 minutes, Pass signal at least 10 feet but not foul crossing;
 - e) Wait 5 minutes; and
 - f) Proceed in accordance with Rule 233.
3. **Vickers** - When absolute signal governing movement over crossing is displaying "STOP" aspect, after securing permission of the the Train Disptacher, conductor or engineer will:
- a) Determine Conrail train or engine is not fouling or approaching crossing;
 - b) Open switch marked "Release";
 - c) After indicator is illuminated, train may proceed at restricted speed to next signal;
 - d) If indicator is not illuminated within 5 minutes, pass signal at least 30 feet but not foul crossing;
 - e) Close switch marked "Release";
 - f) Wait 5 minutes, and
 - g) Proceed in accordance with Rule 233.
4. **Tower K** - When "STOP" aspect is displayed on absolute signal governing movement over crossing, after securing permission of the the Conrail Alexis Operator, conductor or engineer will:
- a) Determine Conrail train or engine is not fouling or approaching crossing;
 - b) Depress and hold pushbutton for 2 seconds;
 - c) After indicator is illuminated, train may proceed at restricted speed to next signal;
 - d) If indicator is not illuminated within 5 minutes, pass signal at least 30 feet but not foul crossing;
 - e) Wait 5 minutes; and
 - f) Proceed in accordance with Rule 233.

145.100 ROAD CROSSINGS AT GRADE

- 1. **Hallett, Matzinger Road** - Before trains or engines move over crossing on the Fort Industry Lead, a member of the crews must be stationed on the ground at the crossing to protect the movement against highway traffic.
- 2. **Temperance, Laskey Road (GTW)** - Trains and engines must stop before fouling the crossing and a member of the crew will insert switch key in "start" slot on controller and turn to the right. After the flashers have operated for at least 20 seconds, the movement may proceed. Flashers will stop when track circuit is cleared.
- 3. **Millard Avenue** - To provide a minumum of 22 seconds flasher signal protection between end of circuit and Millard Avenue crossing, light engines moving southward must stop before entering the approach circuit. When using leads for air test on Dock Runs, crews must see that engine is clear of operating circuit when practical.
- 4. **Rossford, Glenwood Road, Lime City Road** - Trains, cars, and/or locomotives are not be left closer than 20 car lengths (approximately 1800 feet) from the north or

west side of Glenwood Road. All trains approaching on all tracks will not foul crossing until gates are down and flashing light signals have operated for at least 20 seconds unless protected by a member of crew on ground.

- 5. **Lower Bridge, Summit Street** - When signal B27 located at CTT28.4 displays an "APPROACH" aspect and SAS at Lower Bridge displays "STOP" aspect, southward trains will stop 100 feet north of Erie Street. Trainmen will immediately operate switch key manual control device located north of Erie Street, to raise crossing gates at Summit Street.
Trains and engines may proceed when SAS at Lower Bridge displays other than "STOP" aspect. Crossing gates will lower automatically. Do not exceed 5 MPH until gates are down.
- 6. **Front Street** - When trains are stopped in position to block crossing, the crossing must be "cut" immediately. A member of the crew must be stationed on the ground at the crossing to protect vehicular traffic against other movements and the the CSX Train Dispatcher advised of the delay.
- 7. **Consaul Street, Paine Avenue** - Movements over crossing on switching lead must not be made until gates are lowered by moving toggle switch, located in box north of crossing. After movement over crossing has been completed the toggle switch must be restored to original position.
- 8. **Oregon Road** - A manual control for raising and lowering crossing gates at Oregon Road, CTT18.4, when circuit is occupied has been installed in the northeast quadrant of the crossing. The control is operated by a standard main track switch key. When crossing has been cut to allow highway traffic to pass, a member of the crew will operate the gates by use of the control.
- 9. **Between Stanley and Bates** - Due to rusty rail conditions on No. 1 and 2 tracks, all trains and engines must approach crossings equipped with automatic crossing protection prepared to stop and must not foul crossings unless the automatic grade crossing warning devices are known to be operating properly or crossings are protected by a crew member on the ground at the crossing.
- 10. **Otter Creek road** - Permission must be obtained from Ironville Control Station prior to going over Otter Creek Road for any reason.
- 11. **All Crossings** - When necessary to stop on an approach circuit equipped with a Time-Out and Restart Feature, the stop should be made after passing first yellow post and before passing the second yellow post. After stopping, the train must consume at least 20 seconds after passing the second yellow post before fouling Railroad-Highway grade crossing.

145.100-D CONSTANT TIME MOTION DETECTOR ROAD CROSSINGS

The following crossings are equipped with a constant time motion detector, Rule 100-D, paragraph five applies:

Location	Crossing Name
CTT0.4	Manhattan Boulevard

145.103 SWITCHING

1. **Bids Terminals** - During normal switching hours, hazardous materials will not be transferred in the terminal. Other than switching hours the facility will be blue flagged. If a switch is required, other than switching hours, a Bids Terminal Supervisor will meet the rail switch crew, remove the blue flags and will verify terminal activity and that all hazardous material transfers are shut down.

The following terminals have been designated as terminals transferring hazardous materials and listed below are the switching windows at each locations:

Table 120. Equipment Restrictions

Subdivision	Location	(CSX Time) Between Hours
Toledo Terminal	Toledo, Oh.	1700 and 0600

145.104 SWITCHES

Toledo Docks

1. Power-operated and Electrically Locked Switches

Power-operated and electrically-locked switches are controlled by the retarder operator, when on duty. Switches may be operated locally by trainmen after securing permission of the retarder operator, when on duty. Instructions for operating switches are posted in control boxes.

2. Spring-loaded Switches

Loaded Track on Coal Machines - Movement must not be made over spring-loaded switches located on loaded tracks at the four coal machines, Presque Isle Docks, until a member of the crew has manually positioned the switch or switches for movement. Rule 104 applies.

3. Hand-Operated Switches

- a) Eastward movement must not be made beyond the clearance point from the east end of the New Receiving Yard, tracks 1, 2, or 3, without permission from both the Presque Isle yardmaster and "AX" Dispatcher.
- b) 44 empty switch must be lined for movement on 39 lead, after use.
- c) The empty track switch on the out side circle must be lined for movement on the out side circle, after use.
- d) To protect engine fueling on No. 38 empty track, the normal position of switch accessing this track will be lined for No. 37 empty track.

4. At Toledo Docks, various coal testing companies will be providing their own protection while sampling coal. The protection will consist of locking out the track and applying a yellow fluorescent tag to the switch, stating:

DANGER
DO NOT OPERATE
EQUIPMENT LOCKED OUT
FOR COAL INSPECTORS

145.105 USE OF SPECIFIED TRACKS

1. Toledo Docks

- a) Kicking or dropping cars into the coal machine loading tracks is prohibited.
- b) Permission of the car retarder must be obtained before entering coal machine empty tracks.
- c) Low Level Track - Movements in either direction will not be made until member of the crew making movement has secured permission from the dock yardmaster.
- d) Movements through hand throw crossovers between Lakefront Dock and Presque Isle, in either direction, must not be made without permission of both the Presque Isle yardmaster and "AX" Dispatcher.

2. Lakefront Dock (Torco)

- a) Permission of the Presque Isle yardmaster must be obtained before moving over bridge connection, LFD and P.I. Docks.
- b) Trains departing LFD will obtain their permission from the P.I. Yardmaster.
- c) Equipment moving over the Ore Loading Station must not exceed 5 MPH.
- d) Movements through hand throw crossovers between Lakefront Dock and Presque Isle, in either direction, must not be made without permission of both the Presque Isle yardmaster and "AX" Dispatcher.

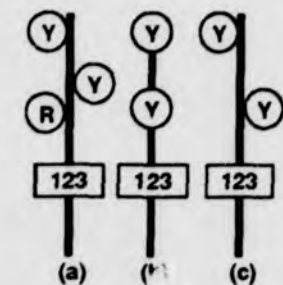
3. **Overseas Terminal** - Trains using dock tracks will not move west of the gantry crane rail stops (painted yellow) until it is known that the gantry crane is stationary and the lifting device of the crane is retracted to its upper limit. Trains must expect to find the crane, which spans the Dock tracks, anywhere between the rail stops and the west end of the tracks.

4. Walbridge Yard

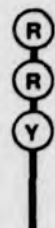
- a) Trains awaiting movement in vicinity of Union Street, Walbridge, must secure permission of Walbridge Yardmaster before lining switches or fouling tracks in that vicinity.
- b) All crews entering or operating in Walbridge Yard must contact the Eastbound Yardmaster for instructions, including movements between Eastbound Yard, Hump Receiving Yard, Arrival Yard and Yard "D."

145.C-280 SIGNAL ASPECTS AND INDICATION NOT IN CONFORMITY WITH RULES C-281 THROUGH C-297

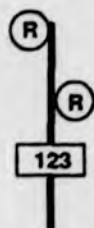
1. **Rule C-282-A**, as shown below, applies on the former Toledo Terminal Railroad section of the Toledo Terminal Subdivision exclusively.
2. **Rule C-285-A**, block signal block signal located on no. 1 track, at CTT 18.6, is a distant signal and permanently displays an "APPROACH" aspect. This signal provides information only about the next signal, not the condition of the road ahead.
3. **Rule C-290**, as shown below, applies on the former Toledo Terminal Railroad section of the Toledo Terminal Subdivision exclusively.
4. **Rule C-291**, as shown below, applies on the former Toledo Terminal Railroad section of the Toledo Terminal Subdivision exclusively.



C-282-A
Name - Advance Approach
Indication - Proceed
Preparing To Stop At
2ND Signal



C-290
Name - Restricting
Indication - Proceed At
Restricted Speed



C-291
Name - Stop And Proceed
Indication - Stop, Then Proceed
At Restricted Speed

145.400 RADIO STATIONS AND CHANNELS

All road trains will monitor channel

Table 121. Radio Stations and Instructions for Contacting the Train Dispatcher

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Walbridge	Continuous	07	Wayside
Interlockings	Continuous (Note 2)	08	Terminal
Eastbound Yardmaster	Continuous	25 & 08	Terminal
Presque Isle	Continuous	80	Terminal
CSX Dispatcher	Continuous	84	Terminal

Notes:

- AX Train Dispatcher's call-in number is 5.
AX Train Dispatcher radio channel is 84.
Train Dispatcher's telephone # is 1-800-435-2219.
- The Lower River Bridge Operator is on duty continuously during navigation season and on duty as needed the rest of the year.
- The Toledo Terminal Subdivision is added to the "BD" Train Dispatcher console Monday through Friday, five days per week 0700 hours until 2300 hours.

All radio procedures will remain the same.

"BD" Train Dispatcher bell telephone No. is 904-381-4133.

"BD" Train Dispatcher company telephone No. is RNX 388-4133.

Between 2300 hours and 0700 hours and on Saturday and Sunday, this territory will be controlled by the "AX" Train Dispatcher Jacksonville.

145.704 MOVEMENT OF ON-TRACK EQUIPMENT

Movements, on tracks with rules 120-132 (243-246) in effect as designated in the authority for movement tables, will be authorized by verbal instruction of the CSX Train Dispatcher.

On-Track Equipment operating within the limits of Toledo Terminal Subdivision will secure DTC Block Authority from the CSX Train Dispatcher for Northward and Southward movements on both No. 1 Track or No. 2 Track.

145.807 THRU TRUSS BRIDGE

Bridge No.	Location	Milepost
1	Lower River	CTT27.7

146.0 MISCELLANEOUS INSTRUCTIONS

- Eastbound East End Walbridge** - Eastward movement on eastbound switching lead or hump lead must stop clear of Latcha Road and obtain permission from CSX operator, Walbridge, for their movement.
- Toledo Docks**
 - Loading track pushers at No. 3 and 4 coal machines buck tracks will not clear a man on the side of a car. Employees are prohibited from riding cars and walking between tracks adjacent to pushers.
 - Cars are not to be placed on No. 3 and No. 4 coal machine buck tracks unless it has been ascertained by the yardmaster that there will be no movement of pushers on adjacent tracks.
 - Thawing shed at No. 3 and 4 coal machines will not clear a man on the side or top of a car. Employees are prohibited from riding cars.
- Milepost Prefixes** - Milepost prefixes apply as follows:

Milepost Prefix	Between Location
BE	Bates and Perry
CCA	Alexis and Hallett
CDA	Rockwell Junction and VR Tower
CTT	Hallett and Bates (including Backside)

- Norfolk Southern RR - Homestead Yard** for entrance into Homestead Yard at Ironville control station MP CTT26.3 the following must be adhered to:

- Permission must be received from Ironville control station to come into Homestead Yard before train gets on the CSXT. The information needed is: 1) Time crew on duty; 2) train size, and; 3) engine number

- b) On arrival at Ironville interlocking and receiving a favorable signal to enter the CSXT-NS Wye. Movement may proceed to Ironville Tower, before fouling or entering onto the runner or south extension tracks. Inbound train must receive verbal instructions from Ironville control Operator or Homestead Yardmaster.
- c) After receiving route instructions, train can only proceed to east end of Homestead Yard and must not foul lead without instructions from Yardmaster.
- d) When departing Homestead Yard, after receiving a return route to West end of Homestead Yard, movement must receive permission from Ironville interlocking.
- e) All movements on Norfolk Southern are under Norfolk Southern Rule 93.
- f) Movements must not exceed ten (10) MPH on all tracks.

5. **MP CTT0.73, track at Chemical Waste Management:**

Instructions for operation:

At least two hours prior to the yard job arriving at Chemical Waste Management, the Dock yardmaster will call (419) 547-7791 to notify them. Chemical Waste Management will send a person to handle the gate and the overhead door and to give the crew spotting instructions.

6. Close Clearance - Because of close clearance at the following locations, employees are prohibited from riding the sides of cars:

Nationwide Coil Coating Co. Plant - Tracks inside building.

7. TTQX auto rack cars will not clear in the following places:

- a) Walbridge Rip Track car repair shed.
- b) Walbridge Locomotive Building.

Do not attempt to put these cars into the above named facilities.

NOTES:

NOTES:

DETROIT DIVISION SPECIAL INSTRUCTIONS

1000.00. TRAIN SPEEDS

Table 122. Conditions

Conditions	MPH
Through turnouts, crossovers, and sidings, except where signal indications or special instructions permit higher speed	10
On all tracks other than main tracks or signalled tracks except as specified in special instructions (Note)	10

Note: EXCEPTIONS:

1. Grand Rapids Terminal Subdivision - Old Main Line and Service Track between Plaster Creek and Lamar.
2. Montague Subdivision - West Olive Lead

1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

1003.01. Diesel Units

1. Maximum number of units

A maximum of six (6) units may be used in a locomotive consist in multiple control.

EXCEPTION: A maximum of eight (8) units may be used in a locomotive consist with multiple control on the following subdivisions:

Detroit
Grand Rapids
Plymouth

EXCEPTION: A maximum of twelve (12) units may be used in a locomotive consist with multiple control on the following subdivisions:

Saginaw
Toledo
Toledo Terminal

2. Maximum tonnage

Maximum tonnage handled with head-end power will be restricted as follows:

Unit trains (coal, grain, etc.) - will not exceed tonnage rating for four (4) SD40 locomotives. If consist includes one or more SD50's, it will not exceed the tonnage rating for three (3) SD50 locomotives.

Other than unit trains (mixed freight, common hoppers, etc.) - will not exceed the tonnage rating for five (5) GP40 locomotives.

EXCEPTION: A mixed train having thirty (30) or more cars of unit trains loaded (coal, grain, etc.) immediately behind the locomotives should be treated as a unit train.

1003.02. Cars

1. Short Cars

No cars less than 40 feet over the coupler pulling faces will be coupled to cars greater than 80 feet over the coupler pulling faces, except cabooses used on the rear of the train only.

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.01. Six Axle Locomotives

Unless otherwise instructed, six (6) axle locomotives will not operate on any industrial track.

1004.02. Clearance Implicated Shipments

Procedures and guide lines covering the movement of Clearance implicated shipments are located in the Restricted Equipment Rules:

1. Prior to a dimensional/restricted shipment being loaded on tracks adjacent to the main line or in terminal areas the Chief Dispatcher/ Yardmaster must be notified.

1004.03. CSX Train Documents

CSX Train documentation will have codes and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crews CSX Train Documentation. If the clearance instructions covering a clearance implicated shipment, is not received, the appropriate Transportation Department personnel must provide clearance instructions to the train crew prior to the train's departure.

Engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Train Handling Rules.

1004.04. Double Stack And Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Wire or the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Detroit Division Main Tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 123. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Saginaw Terminal	20' 2"	20' 2"
Port Huron	19' 2"	19' 1"
Saginaw	20' 2"	20' 2"
Toledo Terminal	20' 2"	20' 2"
Detroit	20' 2"	20' 2"
Plymouth	20' 2"	20' 2"
Grand Rapids Terminal	20' 2"	20' 2"
Grand Rapids	20' 2"	20' 2"
Ludington	19' 2"	19' 1"
Baldwin	19' 2"	19' 1"
All Other Subdivision	Prohibited	Prohibited

1004.05. Hopper Cars Equipped With Straight Air

APAX cars, series 100-206, are open-top hoppers and APAX cars, series 501-606 are flat bottom gondolas. APAX cars are equipped with a straight air hose on the opposite side of the car from the trainline hose. The straight air is not to be used in normal operation.

Cars are stenciled on the end sill just above the trainline and straight air line. The straight air line is stenciled, "STRAIGHT AIR" and the trainline is stenciled, "TRAIN/LINE". The straight air hose should remain coupled, and the straight air cocks and/or angle cocks should remain open at all times these cars are coupled.

APAX cars are equipped with ABD brakes.

1004.05. Detroit Edison Trains

1. Remote (Radio) Controlled Locomotives -

When Empty Detroit Edison trains are operated on the Detroit Division, all motive power will be positioned on the head end of the train. Movement of remote controlled locomotives in the middle of the train is not permitted.

When taking charge of this type of locomotive equipment and the units are not coupled for multiple unit operation, before any movement is commenced, the engineer must ascertain the controls on the control console are properly positioned to isolate and prevent inadvertent movement of the remote controlled locomotives.

Detroit Edison locomotives are not to be shut down, but will remain at idle when not needed for service.

2. Equipment -

Equipment of Detroit Edison Unit trains, consisting of aluminum type freight cars in DEEX series (commencing with 1001), must be arranged in the proper manner or major damage and/or delay will result.

All cars with even numbers have non-rotating couplers in both ends. All cars with odd numbers have rotating couplers in both ends. The odd numbered cars are further identified by having the last side panel at each corner of the car painted blue. The two types of cars must be alternated in the train. The following will govern:

- a) There must be a car with rotating couplers at both ends of any continuous block of cars.
- b) A rotating coupler must be coupled to a locomotive unit and the caboose.
- c) Two (2) non-rotating couplers must not be coupled together. Two (2) rotating couplers must not be coupled together.
- d) When the train is assembled, all uncoupling levers for rotating couplers must be disconnected and placed in the stowed position.
- e) If a bad order car is set out, an adjacent car must also be set out, unless the bad order car can be immediately replaced with a car of the same type.
- f) If cars are added to, or subtracted from, the train, they must always be changed in pairs.

3. Air Hoses -

Replacement air hoses, 22 inch, 33 inch, and long flexible brake pipe hoses are provided on locomotives and cabooses of Detroit Edison trains.

On General Motors (EMD) type units, those hoses will be found in the compartment where spare MU electric cables are kept (rear of the long hood end). On General Electric type units, they will be found in the compartment on the right side of the unit, on the long hood end adjacent to the locomotive cab.

When necessary to replace a damaged hose, it will be necessary to inform the train dispatcher of the car number, replaced to "A" or "B" end of car, hose size, and from which locomotive unit or caboose the replacement hose was obtained.

1004.07. DODX Flat Cars, Hand Brakes

A potential safety hazard exists when applying hand brakes on DODX flat cars, series 40000-40100. When the hand brake handle is lifted, it can strike the left leg of a person standing on the sill step. Therefore, before the brake is applied, the car must be stopped and the employee must be standing on the ground.

1004.08. Air Hose Couplings On Intermodal Trains

In order to secure all air hose couplings on intermodal trains, when trainmen are making track doubles prior to train departure from yards, or when picking up or setting off cars on line of road, the trainmen must Ty-Rap the air hoses at these coupling locations. Each intermodal crew must obtain a copy of the Ty-Rap Application Procedure from their on-duty location.

1004.09. Scale Tracks

Engines must not be operated over live rail of scale tracks.

These restrictions do not apply to the following scales:

- Midland, Dean Yard - weigh-in-motion scale
- Benton Harbor - Weigh in motion scales
- Wyoming Yard - Scale track

1004.17. Sperry Rail Test Car -

Restricted Equipment Rule 40 will be applied when these vehicles are operating as a train which limits the operating speed to 30 MPH. When operating these vehicles as on-track equipment, Rule 720 will be applied, which will limit the operating speed to 1/2 the range of vision not exceeding 40 MPH.

1004.18. Heavy Cars

Maximum allowable gross weight on rail for all cars excluding diesel engines is controlled by the CSXT train document system. A car that exceeds mainline track limitations will be detected and labeled "OVERLOAD" in the system. Industry and branch line weight restrictions are still listed in division timetable and will not be controlled by the CSXT train document system.

1006.00. RADIO PROCEDURES

1006.02. Selecting Channel Numbers

1. The designated radio channel to be monitored will be listed in the timetable for each subdivision in table form. The dispatcher radio channel and the call-in for that subdivision will be listed under the table.
2. Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.
3. Engineering production unit employee in-charge will monitor the appropriate road radio channel. The engineering department designation radio channel is outlined below.

ALL CHANNEL RADIO POSITIONS

Table 124. AAR Radio Channel Usage

Designation	TX	RX	User	Territory
Engineering	45	45	Engineering Forces	All Regions

1006.04. Initiating A Radio Call-In To And From The Train Dispatcher

1. After selecting the appropriate dispatcher channel, the following will govern the procedure for initiating a radio call-in:
 - a) Mobile radios-equipped with "touch tone" microphones, press and hold the call-in number push-button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.
 - b) Motorola (late model) and Aerotron radios - Press and hold the call-in number push-button for two seconds and release.
 - c) Motorola MCX's (early model radio) - Rotate "tone" switch until the call-in number is displayed and the light to the left of tone display indicates "DTMF". Press the "DISP" button for two seconds and release.
 - d) Trackstar III Radio - Set "DTMF-TONE" switch in "DTMF" position. Press the "select" button until the call-in number is displayed. Press the "send" button for two seconds and release.
2. Within ten seconds after a call in has been performed, an answer back tone would be heard. Wait for the control station to answer the call. If the answer back tone is not heard, the caller should wait for one minute and try again.
3. When the train dispatcher contacts a train or another employee on or near the track, he will initiate the call on the designated channel assigned to that area (Road channel). When contact has been established, they will switch to the dispatcher channel to continue the conversation. After the conversation has ended, the employee will immediately return to the assigned channel (Road channel) for that subdivision.

1006.05. Emergency radio Call-In Procedure

When an emergency arises as defined in Operating Rule 415, the following procedure will be used to initiate an emergency Call-In to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using:
 - a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.
Press the "SELECT" button until the call number 9 is displayed
Press the "SEND" button for two seconds and release.
 - b) Motorola MCX's (Early Model), rotate the "TONE" switch until the call number 9 is displayed and the light to the left of the tone display indicates "DTMF". Press "DISP" button for two seconds and release.
 - c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.
 - d) Mobile radios equipped with "TOUCH-TONE" Microphones, press the call number 9 button for two seconds and release.
2. An answer-back tone will not be heard.
3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying:
 - a) Transmitting unit (train identification or title and name).
 - b) Precise location,
 - c) Specific train dispatcher console (several may be coded in), and
 - d) Nature of the emergency.
4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-In.

1006.06. Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement
 - a) Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.
 - b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).
2. Enhanced Locomotive/Train Safety And Efficiency
 - a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.
3. Train Dispatcher/Mechanical Department Communication

- a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.
- b) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.
- c) If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.
- d) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

4. Radio Rules Compliance

- a) All applicable radio rules 400 - through - 425 will apply.
- b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.
- c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

5. Mobile Units - To Telephone

- a) From the directory below of base locations, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.
 - 1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).
 - 2) Depress the access code for the desired base and wait for dial tone.
 - 3) If the base station is on the CSX network, dial the desired telephone number.
 - 4) If the base is SDN, dial 1-700 then the CSX network number.
 - 5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
 - 6) Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

6. Base Locations

Note:

1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
2. (CSX) denotes CSX PBX Location. CSX (network) locations telephone is number is 8-388-5555.

Detroit Subdivision

Table 125. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Plymouth, Mi (CSX)	19	77	491*	491#

Toledo Term Subdivision

Table 126. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Walbridge, Oh (CSX)	19	77	701*	701#

1020.00. INSTRUCTIONS RELATING TO OPERATING RULES

1020.1. Standard Clocks

All on-duty locations have a standard clock available.

1020.83-A Train Bulletin And release Form

Before leaving the originating terminal, train crews must receive all train bulletins and release forms for the entire route on which the crew will operate.

1020.100. Road Crossings At Grade

State laws make it unlawful for a train, railroad car or engine to obstruct public travel at a public crossing at grade for an excessive period of time, except where such train, railroad car or engine cannot be moved by reason or circumstances over which the railroad has no control, as follows:

Table 127. State Laws re Road Crossings at Grade

State	Excessive Period of Time
Illinois	over 10 minutes
Indiana	over 10 minutes
Michigan	over 5 minutes including continuously moving train
Ohio	over 5 minutes

If a train is delayed an excessive period of time, train crews must document the date, time of blockage, city, state, road crossing and circumstances. This information must be forwarded to the supervisor in charge of the territory.

1040.00. MISCELLANEOUS

1040.01. Telephone Numbers

Table 128 (Page 1 of 2). Phone Numbers

Location/Person	Number
IN EMERGENCY ONLY: Detroit Division Chief Train Dispatcher	(800) 232-0145
Detroit Division Safety Hotline	Company 8-492-4919 Bell (313) 464-4919

Table 128 (Page 2 of 2). Phone Numbers

Location/Person	Number
Baldwin, Fremont, Gr. Rapids, Gr. Rapids Terminal, Ludington, Manistee, Montague and Plymouth Sub- divisions	Company 8-388-5180 Bell (904) 381-5180
Dean, Detroit, Port Huron, Saginaw and Toledo Terminal Subdivision	Company 8-388-2116 Bell (904) 381-2116
Detroit Division Chief Train Dispatcher	Company 8-388-2785 Bell (904) 381-2785

1040.03. Crews Involved In Derailment

Crews that are involved in a derailment or a crossing accident will turn in all of their Train Bulletins, Train Orders, Train Messages and Release Forms, together with a notation identifying the time and location of the incident, to their supervising officer or his representative.

1040.04. Departing Trains

Before leaving initial stations and intermediate stations where cars are picked up, all crew members must know that cars in their trains have been inspected, brakes in proper condition and the proper documentation is on their train. Engineers, after completion of the air test, will contact the yardmaster or train dispatcher for instructions if proper documentation is not on the locomotive. Trains must not leave the terminal, nor move cars on line-of-road without proper documentation or permission of the train dispatcher.

All trailer trains will carry proper documentation on the lead locomotive, which includes cars moved from an intermediate point.

Conductors or engineers are responsible for transferring proper documentation to the relieving crew, or delivering it to such locations as instructed.

Cars set off at outlying points must be accompanied by proper documentation, which may be left at designated locations as instructed.

1040.06. Spare Air Hoses

Spare airhoses may be stored in the operating cab of a locomotive, as long as they are secured in the holding device provided for this purpose. Airhoses must not be left lying unsecured on the floor of the operating cab or short hood compartment. Excess airhoses that cannot be secured in the holding device must be placed in the air compressor compartment.

1040.07. Coupler Alignment Strap

Detroit Division personnel will use the coupler alignment strap, per Safety Rule P-4, when adjusting mismatched couplers.

1040.09. Grain Elevators

Smoking, or the use of lighted fuses, is prohibited on the premises of all grain elevators.

1040.10. Riding Moving Equipment

Employees are prohibited from riding equipment which is rolling free and is to be coupled to other equipment.

1040.20. Superintendent's Bulletins**ISSUE AND DISTRIBUTION OF SUPERINTENDENT BULLETINS AND NOTICES**

District	Subdivision/Terminals
Northern General Bulletins/Notices (DENORTHB and DENORTHN)	Baldwin
	Dean
	Detroit
	Fremont
	Grand Rapids
	Grand Rapids Terminal
	LudingtonManistee
	Montague
	Plymouth
	Port Huron
	Saginaw
	Saginaw Terminal
Toledo Terminal District General Bulletins/Notices (DETOLTEB and DETOLTEN)	Toledo Terminal Dayton and Union (Louis- ville Service Lane) Toledo (Louisville Service Lane)

NOTES:

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DETROIT DIVISION

CSX
TRANSPORTATION
DETROIT DIVISION

END FILE: DETROIT.DIV CREATED 07-10-90 JJK/001

1047.00

SPEED TABLE

Time Per Mile	Mile Per Hour	Time Per Mile	Mile Per Hour	Time Per Mile	Mile Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
0 45	80.00	1 32	39.13	2 19	25.90
0 46	78.26	1 33	38.71	2 20	25.71
0 47	76.59	1 34	38.29	2 21	25.53
0 48	75.00	1 35	37.89	2 22	25.35
0 49	73.47	1 36	37.50	2 23	25.17
0 50	72.00	1 37	37.11	2 24	25.00
0 51	70.59	1 38	36.73	2 25	24.83
0 52	69.23	1 39	36.36	2 26	24.66
0 53	67.92	1 40	36.00	2 27	24.49
0 54	66.66	1 41	35.64	2 28	24.32
0 55	65.45	1 42	35.29	2 29	24.16
0 56	64.28	1 43	34.95	2 30	24.00
0 57	63.16	1 44	34.61	2 31	23.84
0 58	62.07	1 45	34.29	2 32	23.68
0 59	61.02	1 46	33.96	2 33	23.53
1 00	60.00	1 47	33.64	2 34	23.38
1 01	59.02	1 48	33.33	2 35	23.23
1 02	58.06	1 49	33.03	2 36	23.08
1 03	57.14	1 50	32.73	2 37	22.93
1 04	56.25	1 51	32.43	2 38	22.78
1 05	55.38	1 52	32.14	2 39	22.64
1 06	54.54	1 53	31.86	2 40	22.50
1 07	53.73	1 54	31.58	2 41	22.36
1 08	52.94	1 55	31.30	2 42	22.22
1 09	52.18	1 56	31.03	2 43	22.08
1 10	51.43	1 57	30.77	2 44	21.95
1 11	50.70	1 58	30.51	2 45	21.82
1 12	50.00	1 59	30.25	2 46	21.69
1 13	49.31	2 00	30.00	2 47	21.56
1 14	48.65	2 01	29.75	2 48	21.43
1 15	48.00	2 02	29.51	2 49	21.30
1 16	47.37	2 03	29.27	2 50	21.18
1 17	46.75	2 04	29.03	2 51	21.05
1 18	46.15	2 05	28.80	2 52	20.93
1 19	45.45	2 06	28.57	2 53	20.81
1 20	45.00	2 07	28.34	2 54	20.70
1 21	44.44	2 08	28.12	2 55	20.58
1 22	43.90	2 09	27.91	2 56	20.45
1 23	43.37	2 10	27.69	2 57	20.34
1 24	42.86	2 11	27.48	2 58	20.22
1 25	42.35	2 12	27.27	2 59	20.11
1 26	41.86	2 13	27.07	3 00	20.00
1 27	41.38	2 14	26.87	4 00	15.00
1 28	40.91	2 15	26.66	6 00	10.00
1 29	40.45	2 16	26.47	12 00	5.00
1 30	40.00	2 17	26.28		
1 31	39.56	2 18	26.09		

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CSX

TRANSPORTATION

FLORENCE SERVICE LANE TIMETABLE No. 1

**EFFECTIVE
WEDNESDAY, JANUARY 1, 1997
AT 0200 HOURS
CSX STANDARD TIME**



5060

**J.R. Evans
General Manager**

**P.J. Daly
Superintendent Transportation**

FLORENCE SERVICE LANE TIMETABLE

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PHONE NUMBERS

Emergency only:

Police and Fire Departments 1-800-232-0146

Florence Service Lane **Safety Hot Line**

(Company) 8-3838-321
CSXT Standard Clock 8-388-5000

Non-Emergency situations:

Florence Service Lane Chief Dispatcher
(Bell) 1-904-381-2780
(Company) 8-388-2780

Near Miss situations:

(Bell) 1-8034-664-8266
(Company) 8-388-8266

OPERATION RED BLOCK CAPTAINS

<u>Name</u>	<u>Phone</u>
System Coordinators -	
E.S. Pack	304-645-4604
G.J. Muneio	313-981-7056
Team Captains -	
Abbeville, SC.	
B. Creswell	864-446-3813
Andrews-Georgetown, SC	
B. James	803-382-8900
Augusta, GA.	
W. Cox	706-863-8003
Belton, SC.	
T. Henderson	864-338-6723
Cayce, SC.	
W. Ouzts	803-794-5604
Charleston, SC.	
A. Miller	803-761-6571
Charlotte, NC.	
P. Campbell	704-282-0428
Florence, SC.	
R. Bailey	803-669-3735
T. Sweat	803-679-9238
Greenville, SC.	
D. Kelly	864-338-5543
Hanalei, NC.	
T. Aycotii	910-997-3046
Raleigh, NC.	
J. Poole	919-832-9749
Richmond, VA.	
B. Talbot	804-722-0734
Rocky Mount, NC.	
A. Hagans	910-442-1451
Spartanburg, SC.	
D. Birch	864-576-3046
Wilmington, NC.	
F. Altman	910-791-5773

FLORENCE SERVICE LANE

100 OAKLAND AVE.
FLORENCE, S.C. 29506

Florence Service Lane Officers

J.R. Evans
General Manager

J.C. Tomkins
Division Engineer

P.J. Daly
Division Superintendent

M.J. Munley
Superintendent Field Ops.

C.E. Mewshaw
Mechanical Supt.

R.L. Zeiger
Office Manager

F.G. Proctor, Jr.
Chief Train Dispatcher

T.D. Burns
Director Administration

* Denotes Traffic Team Leader # Denotes Line Of Road Responsibility

<u>Location and Names</u>	<u>Title</u>	<u>Location and Names</u>	<u>Title</u>
Abbeville, SC.		Hamlet, NC – continued –	
# D.C. McDaniel	Trainmaster	F.A. Allen	Trainmaster
T.I. Richter	Road Foreman of Engines	R.W. Williams	Trainmaster
		S.A. Scott	Assistant Trainmaster
Augusta, GA.		R.M. Smith	Assistant Trainmaster
R.L. McWhite	Terminal Trainmaster	# A.W. Waters III	Assistant Trainmaster
J.C. Muller	Terminal Trainmaster	S.L. Davis	Assistant Terminal Trainmaster
* T.L. Polin, III	Trainmaster	F.D. Floyd	Road Foreman of Engines
		J.M. Wiley	Road Foreman of Engines
Cayce, SC.		Monroe, NC	
R.D. Gibbons	Terminal Trainmaster	# J.F. Lingle	Trainmaster
# J. Rice	Trainmaster		
Charleston, SC.		Raleigh, NC	
* L.H. Gwyn	Terminal Manager	# J.F. Anderson	Trainmaster
D.B. Eure	Terminal Trainmaster		
R.D. McLaughlin	Assistant Terminal Trainmaster	Richmond, VA	
J.H. Prince	Assistant Terminal Trainmaster	* R.L. Miller	Terminal Superintendent
# E.G. Goodale	Trainmaster	D.A. Teeter	Assistant Terminal Superintendent
J.M. Sansbury	Road Foreman of Engines	D.F. Ward	Terminal Trainmaster
		# R.C. Kirks	Trainmaster
Charlotte, NC.		R.J. Frulla	Trainmaster
B.J. Morrow	Terminal Trainmaster	L.K. Bradley	Assistant Trainmaster
L.E. Hicks	Trainmaster	L.E. Stiers	Assistant Trainmaster
# A.T. Little	Trainmaster	A.O. Taylor	Assistant Terminal Trainmaster
		D.J. Thelen	Assistant Terminal Trainmaster
Fayetteville, NC		W.H. Crawford	Road Foreman of Engines
C.M. Tanner	Assistant Trainmaster/GYM		
Florence, SC		Roanoke Rapids, NC	
# M.L. Anderson	Trainmaster	# W.T. Maness	Assistant Trainmaster
# B. Sarvis	Trainmaster		
# L.W. Thompson, Sr.	Trainmaster	Rocky Mount, NC	
J.A. Guiles	Assistant Terminal Trainmaster	* T.D. Burns	Terminal Manager
G.E. Tarte	Road Foreman of Engines	E.B. Prater	Terminal Trainmaster
		G.D. Turner	Terminal Trainmaster
Greenwood, SC.		# B.D. Jackson	Trainmaster
C.P. Acree	Terminal Trainmaster	# W.D. Smith II	Trainmaster
		# D.D. Spence	Trainmaster
Hamlet, NC		D.R. Joyner	Assistant Terminal Trainmaster
* D.C. Watson	Terminal Superintendent	H.J. Williams	Assistant Terminal Trainmaster
J.H. Demembreum	Asst. Terminal Superintendent	V.A. Woodcock	Road Foreman of Engines
J.D. Griffis	Terminal Trainmaster		

Savannah, GA.
G.G. Bennett

Wilmington, NC
Trainmaster E.A. Bleakley

Operations Manager

Spartanburg, SC.
R.E. Hutchins

Winston Salem, NC
Terminal Trainmaster # H.W. Usrey, Jr.

Trainmaster

10.0 ABERDEEN SUBDIVISION-AB

11.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
S156.2	RALEIGH YD	Raleigh	
704	NS RY	0.8	
S157.0	No.1	Sou. Jct.	
706	NS RY	0.3	
S157.3	No.2	Raleigh Twr	
708		3.2	
S160.5		Method	3502
		4.3	
S164.8	NS RY	Fetner	
711		6.3	
		D&S Spur	
		0.0	
S171.1	D&S SPUR	Apex	5554NS
712-714		10.0	4833SS
S181.1		Merry Oaks	4847SS
718-721		6.2	4481NS
S187.3		Moncure	5705
722-723		8.6	
S195.9		Colon	
724-725		3.0	
S198.9	NS RY	Sanford	4745
726-727	A&W RY	12.5	
S211.4		Cameron	
728-731		13.6	
S225.0		So. Pines	
741-742		3.7	
S225.7	ACW RR	Aberdeen	
744-745	A&R RR	4.1	
S232.8		Addor	
746		5.5	
S238.3		Hoffman	
747	No.1	3.4	
S241.6	No.2	Marston	
752	HAMLET TERM SD		
85.4 MILES RALEIGH TO MARSTON			

11.1 DIAGRAM CROSS-REFERENCE

Table 1. Diagram Cross-Reference

Subdivision	Division	Page
Norlina	Florence	67
Hamlet Terminal	Florence	51

11.2 ADDITIONAL STATIONS

Table 2. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Camp Polk No. 1	S161	27	Both
Camp Polk No. 2	S161	11	South
D&S Spur	S171	Spur	South
Carpenter	SDS14.2	10	North
Genlee	SDS10.4	6	South
Few	SDS5.7	20	Both
East Durham	SDS2.3	--	--
Durham	SB154.9	Yard	Both
Joyland Lead	SB153.9	Lead	North
Joyland	SB151.0	9	North
Harristown	S215.2	12	North

12.0 METHOD OF OPERATION

12.1 AUTHORITY FOR MOVEMENT

Table 3. Authority for Movement

Between Location/Mile Post	Rules
Raleigh, S156.2 and S156.9	93 See Note 1 & 2
S156.9 and S157.3 (Raleigh)	265-272
S157.3 and S157.5 Track No. 1	255-259
S157.3 and S158.0 Track No. 2	255-259
S157.5 and Fetner, S164.8 Track No. 1	D-251
S158.0 and Fetner, S164.8 Track No. 2	D-251
S164.8 and S241.6	265-272
D&S Spur	
SDS20.7 and SDS2.3	120-132
SB151.0 and SB154.9	120-132

Notes:

1. Permission must be obtained from the "BC" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.
3. Rules 265-272 are in effect on signaled siding at Apex.

12.2 DTC BLOCK LIMITS

Table 4. DTC Block Limits

Between Location/Mile Post	Block Names
Between Apex and East Durham	
SDS20.7 and SDS8.9	Carpenter
SDS8.9 and SDS2.3	Few
Between Durham and Joyland	
SB151.0 and SB154.9	Durham

12.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 5. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
S156.9 Harrington St. and S157.3 Raleigh Tower	Hargett
S157.5 Raleigh and S165.1 Fetner - Track No. 1	Raleigh 1
S158.0 Raleigh and S165.1 Fetner - Track No. 2	Raleigh 2
S165.1 Fetner and S172.3 Apex	Apex
S172.3 Apex and S181.6 Merry Oaks	New Hill
S181.6 Merry Oaks and S187.6 Moncure	Moncure
S187.6 Moncure and S197.6 Sanford	Sanford
S197.6 Sanford and S212.0 Cameron	Cameron
S212.0 Cameron and S225.2	Southern Pines
S225.2 Southern Pines and S241.6 Marston	Addor

12.4 EXCEPTED TRACKS

1. D&S Spur, between SDS2.3 and SDS21.4
2. Joyland Lead between SB151.0 and SB153.9
3. Durham Yard between SB153.9 and SB154.9

13.0 SPEEDS

13.1 MAXIMUM AUTHORIZED SPEED

Table 6. Maximum Authorized Speed

Between Location/Mile Post	MPH
Raleigh, S156.2 and Marston, S241.6	79
Apex to East Durham (D&S Spur)	10

13.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 7 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
Entire Subdivision	—	60
Trains other than passenger trains		
S156.2 and S156.3	10	10
S156.3 and S157.0	20	20
Movements through CSX-NS crossover S156.9	10	10
No. 1 Track		
S157.0 and S157.3	10	10
S157.3 and S157.4	20	20
S157.4 and S164.3	70	---
S164.3 and S164.7	65	---
S164.7 and S164.8	45	45
No. 2 Track		
S157.0 and S157.3	10	10
S157.3 and S157.4	20	20
S157.4 and S164.4	65	55
S164.4 and S165.0	45	45
Both Tracks		
S164.7 and S165.7	35	35
Single Track		
S165.0 and S165.2	45	45
S165.2 and S166.5	60	---
S167.4 and S168.0	75	---
S170.6 and S171.7	45	45
S171.7 and S172.5	65	---
S172.5 and S173.5	60	55
S183.6 and S185.0	55	---
S185.0 and S186.9	60	---
S194.5 and S194.9	65	---
S198.2 and S200.4	35	35
S198.2 and S198.8	50	50
S198.8 and S199.2	35	35
S199.2 and S199.4	50	50
S200.4 and S201.0	60	---
S201.0 and S203.9	70	---
S203.9 and S205.9	60	---
S205.9 and S208.4	70	---
S208.4 and S210.5	60	---
S210.5 and S211.1	50	50
S211.1 and S212.6	65	---
S217.0 and S217.3	70	---
S219.4 and S223.9	60	---
S223.9 and S224.6	55	50
S224.6 and S225.8	35	35
S225.8 and S228.1	60	---

Table 7 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
S228.1 and S229.2	45	45
S228.4 and S228.7	45	45
S229.2 and S230.1	75	---
No. 2 Track		
S230.1 and S232.8	10	10
No. 1 Track		
S230.1 and S230.5	70	---
S230.5 and S232.1	75	---
S232.1 and S232.5	70	---
S232.5 and S232.8	75	---
Single Track		
S232.8 and S238.3	75	---
No. 1 Track		
S238.3 and S241.7	45	45
No. 2 Track		
S238.3 and S238.7	75	---
S238.7 and S239.0	70	---
Signaled Sidings		
At Apex	25	25

Note: All tracks, other than Main and signaled tracks 10 MPH.

Raleigh - 20 MPH over Harrington Street, S156.6 and West Street, S156.7 and Jones Street, S156.8 and Hargett Street, S157.1. 45 MPH over other road crossings between S159.7 and S161.4.

13.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

S243.0 and S244.0
S244.0 and S245.0

S245.0 and S246.0

14.0 EQUIPMENT RESTRICTIONS

Table 8. Equipment Restrictions

Location	Equipment	Restriction
D&S Spur	4-Axle Engines 6-Axle Engines Wreckers - 6 Axle Locomotive Cranes	Note Barred 10 MPH
Sanford, NC S199.0	6-Axle Engines	Must not operate on yard tracks
Manly, NC McDonald Bros., S222.4	6-Axle Engines	Must not operate
Vass, NC Harristown Wood Yard, S215.2	6-Axle Engines	Must not operate

Table 8. Equipment Restrictions

Location	Equipment	Restriction
Cameron, NC Stone Container Wood Yard, S209.2	6-Axle Engines	Must not operate

Note: Restricted to 4-axle engines having gross weight no greater than 251,000 lbs., except 270,000 maximum on an emergency basis only at 10 MPH.

15.0 INSTRUCTIONS RELATING TO OPERATING RULES

15.36 SPRING SWITCHES

Table 9. Spring Switches

Location	End Location	Normal Position
D&S Spur-East Durham SDS2.3 Protected by Signals.	Junction	For Joyland Lead

15.58 DEFECT DETECTORS

Table 10. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Cary S168.3	AD	East Side
Moncure S190.9	AD	East Side
Cameron S213.8	AD	West Side
Addor S232.9	AD	East Side

15.83-A TRAIN BULLETIN AND RELEASE FORM

Train PO82 must be cleared by the NS Train Dispatcher before leaving Raleigh to protect operation between Raleigh and Selma.

15.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings At Grade

Table 11. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Raleigh Tower S157.3	NS	Remotely Controlled	234-B(2)
East Durham, SDS2.3 (D&S Spur)	NS	Auto- matic	234-B(3)
Sanford, S198.9	CSX/ATW	Elec- trically Locked Derails (Note)	98-E

Note: Normally clear Aberdeen Subdivision.

15.100 ROAD CROSSINGS AT GRADE

1. Train movements on the Camp Polk Siding must stop and flag the crossings at S160.5 and S160.6.
2. All movements using tracks serving Triangle Brick, Merry Oaks, NC., MP S182.0 must flag state road SR1911 during all movements over this crossing.
3. All trains must stop and flag Maple Street crossing at MP 228.58 on A&R connection at Aberdeen.
4. All trains using Northward Siding at Apex must stop and flag Tingen Road at MP S171.8 account rusty rail.

15.103 SWITCHING

1. Account curvature of track in yard at Apex, NC, S171.0, intermodal cars are prohibited.
2. Train crews setting off cars at Harristown Woodyard, S215.2, must apply hand brakes on all cars.

15.104 SWITCHES AND DERAILS

1. **Raleigh Yard** - Main track switch at S156.2 located in yard limits at Raleigh may be left as last used.
2. **CP&L Lead S180.1** - Switches will be left lined and locked for straight-away movements on this lead.
3. **Jonesboro Spur At Sanford** - Switches will be left lined and locked for straight-away movement on this spur.
4. The following power switches are no longer set up to be controlled by the train dispatcher. In order to enter or exit these sidings, switch must be put in hand throw position. Anytime switch is used in either trailing or facing point movement into or out of the siding, it must be kept in hand throw position and all movements must be clear of detector circuit and switch restored to normal position by hand before putting in "Motor Position". Moves to and from these sidings cannot be made on signal indication.

Locations -

- a) North End Southward Siding Apex*
- b) South End Southward Siding Apex*
- c) North End Southward Siding Merry Oaks*
- d) South End Southward Siding Merry Oaks*
- e) North End Northward Siding Merry Oaks*
- f) South End Northward Siding Merry Oaks*
- g) South End Cameron
- h) South End #1 Yard Track Aberdeen*
- i) North End #2 Track South Aberdeen*
- j) South End #2 Track Addor

Note: Asterisk (*) indicates these sidings are equipped with derails.

5. Sanford -

- a) Hand throw derail on NS main track 150 feet east of CSX railroad crossing; also between west end of crossover and A&W connection track switch.
- b) When crossover movement is to be made at S198.4 South End, Southward Siding, Sanford, N.C., movement through crossover will be governed by operating Rule 329.

15.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 12. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Raleigh	Continuous	66	Wayside
Raleigh Yard Office	0700-1500 Mon.-Fri.	66	Terminal
S160.5	Continuous	66	Wayside
S187.3	Continuous	66	Wayside
S205.0	Continuous	66	Wayside
S225.0	Continuous	66	Wayside
Dispatcher (BC)	Continuous	94	Wayside

Note: BC Train Dispatcher's call-in Number is 1.

BC Train Dispatcher's telephone No. is 1-800-445-5521.

16.0 MISCELLANEOUS INSTRUCTIONS

1. CSX trains operating between SB154.7 and SB154.9 within Durham Yard limits must expect that track to be occupied by NS train.
2. **Raleigh Tower** - Remote controlled railroad crossing at grade controlled by the NS Train Dispatcher, Greenville, S.C., under the direction of the CSX Train Dispatcher in service between S157.3 and S157.5 on Track No. 1 and S157.3 and S158.0 on Track No. 2.
3. NS Railway trains operating between SOU Jct. and Fetner are under direction of the CSXT Train Dispatcher and are governed by CSXT timetable and rules.

NOTES:

20.0 ANDREWS SUBDIVISION-AN

21.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↑ SOUTH ↓	STATIONS	SDG CAP (Ft)
SH255.0 850-851	HAMLET TERM SD	East Jct Sdg. 12.0	4718
SH267.0 852-853		Fletcher 9.7	10259
SH276.7 855-856	BENNETTS- VILLE	Clio 5.9	10225
SH282.6 857-858		Mintum 10.4	
SH293.0 861-862	SOUTH END SD	Dillon 16.0	4752
SH309.0	TO FLORENCE	Mullins 16.3	
SH325.3		Eulonia 17.8	6810
SH343.1		Hemingway 10.7	4945
SH353.8		Morrisville 11.7	
SH365.5	GEORGETOWN SD	Andrews 27.3	
SH392.8		State Jct. 1.9	
SH394.7		Cordesville 13.9	
SH408.0		Inness 3.6	
SH411.6	CHARLESTON SD	Yeamans Hall Rd	
156.6 MILES S.E. EAST JCT. TO YEAMANS HALL RD			

21.1 DIAGRAM CROSS-REFERENCE

Table 13. Diagram Cross-Reference

Subdivision	Division	Page
Hamlet Terminal	Florence	51
South End	Florence	83
Georgetown	Florence	45

21.2 ADDITIONAL STATIONS

Table 14. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Little Rock	SH288.3	25	South
Mullins	SH309.0	83	Both
Rains	SH317.2	9	South
Gresham	SH330.0	6	South
Johnsonville	SH338.3	18	South
Andrews	SH365.5	127	Both
Jamestown	SH379.4	15	South
Inness	SH408.0	60	Both
Middleton Spur	A401.2	Spur	South (5.0 miles)

22.0 METHOD OF OPERATION

22.1 AUTHORITY FOR MOVEMENT

Table 15. Authority for Movement

Between Location/Mile Post	Rules
SH255.0 and SH293.2	265-272
SH293.2 and SH308.2	120-132
SH308.2 and SH312.0	93 See Note 1 & 2
SH312.0 and SH362.8	120-132
SH362.8 and SH369.0	93 See Note 1 & 2
SH369.0 and SH411.6	120-132

Notes:

- Permission must be obtained from the "BE" Train Dispatcher before entering main track.
- On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

22.2 DTC BLOCK LIMITS

Table 16. DTC Block Limits

Between Location/Mile Post	Block Names
Between Dillon And Yeamans Hall Road	
SH293.2 and SH308.2	Dillon
SH312.0 and SH324.4	Mullins
SH324.4 and SH342.6	Eulonia
SH342.6 and SH353.2	Hemingway
SH353.2 and SH362.8	Morrisville
SH369.0 and SH390.0	Jamestown
SH390.0 and SH401.2	Cordesville
SH401.2 and SH411.6	Inness

22.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 17. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SH255.0 and SH265.5	Fletcher
SH265.5 and SH275.2	McColl
SH275.2 and SH291.3	Clio

Note: Rule 93 will be put in effect between:

1. SH291.3 and SH293.2

23.0 SPEEDS

23.1 MAXIMUM AUTHORIZED SPEED

Table 18. Maximum Authorized Speed

Between Location/Mile Post	MPH
East Junction, SH255.0 and SH293.2	50
SH293.2 and SH362.8	25
SH362.8 and SH411.6	40

23.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 19. Speed Restrictions

Between Location/Mile Post	MPH
SH263.4 and SH264.1	40
SH270.5 and SH272.0	40
SH277.3 and SH277.6	45
SH292.1 and SH293.2	35
SH293.0 movements on connection track between Andrews Subdivision and South End Subdivision at Dillon	35
SH308.4 and SH309.6	20
SH364.5 and SH365.6	25
SH398.4 and SH398.6	20

Note: All tracks, other than main and signaled tracks, 10 MPH.

24.0 EQUIPMENT RESTRICTIONS

1. Equipment Restrictions

Table 20. Equipment Restrictions

Location	Equipment	Restriction
Bushy Park, MP SH401.2 SCE&G Williams Power Station	Engines CSXT CSXT 5030-5039 Cabooses	Must not operate through Rotary Dumper

2. Maximum Authorized Weight.

Table 21. Maximum Authorized Weight

Loaded cars - 4 wheel trucks	286,000 lbs.
Loaded cars - 6 wheel trucks	315,000 lbs.
Diesel units - 4-4 type	268,000 lbs.
Diesel units - 6-6 type	414,000 lbs.

3. Bridge Restrictions

SH376.6 to SH377.6 - No braking on entire length of bridge except in emergency; trains handling open loads of pulpwood 10 MPH through truss spans.

25.0 INSTRUCTIONS RELATING TO OPERATING RULES

25.58 DEFECT DETECTORS

Table 22. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
McColl SH268.2	AD	West Side
Little Rock SH287.6	AD	West Side
Smithboro SH305.8	AD	West Side
Eulonia SH325.8	AD	West Side
Hemingway SH345.0	AD	West Side
Bethera SH386.9	AD	West Side

25.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridge

Cooper River, SH398.4 - Trains stopped by block signal will not proceed until member of crew has ascertained that drawspan and lift rails are in proper position.

(2) Railroad Crossing At Grade

Table 23. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Dillon SH293.2	CSX	Remotely Controlled	234-B(2)
Mullins SH309.0	CSRR	Non-electrically locked gates (Note)	98-C

Note: Normally clear CSX.

25.100 ROAD CROSSINGS AT GRADE

1. **Blocking Highway 521 crossing at Andrews** - The conductor on trains switching and doubling out on the north end of the yard at Andrews, SC that will block Highway 521 on the Andrews Subdivision must take action to minimize the amount of time crossing is blocked.

When head-end portions of northbound trains are doubled out, the rear portion must be shoved a sufficient distance to allow room to be clear of Highway 521 when train is made solid. Also, when long cuts of cars are pulled north of the yard and crossing will be blocked an excessive time making the northward and reverse movement, Highway 521 must be cleared and vehicular traffic allowed to clear before making the reverse movement. Blocking of Highway 521 in excess of 5 minutes with standing engine or car is prohibited.

2. **Mullins, SC** - Do not block dairy crossing MP SH309.4 while picking up cars.

25.104 SWITCHES AND DERAILS

1. The normal position of the Dupont Lead switch on the Middleton Spur will be left lined for movements on the Middleton Spur.
2. Derails have been installed on the north end and south end of siding at Hemingway, S.C. Derails are located on the north end of siding 338 feet from point of switch MP SH342.4 and on the south end of siding 338 feet from point of switch MP SH343.4.

25.105 USE OF SPECIFIED TRACK

Middleton Spur, SH401.2 is classified as track other than main track and trains will be governed by Rule 105. The switch entering the Middleton Spur from the Andrews Subdivision Main track may be left lined as last used for movements on the Middleton Spur.

Trains must approach this switch prepared to stop until it can be determined that the switch is lined for the desired movement.

25.400 RADIO STATIONS AND INSTRUCTIONS

1. Stations And Instructions

All road trains will monitor channel 66.

Table 24. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hamlet Yard "A" "B"	Continuous	32	Terminal
SH293.2	Continuous	66	Wayside
SH318.1	Continuous	66	Wayside
SH345.0	Continuous	66	Wayside
SH365.5	Continuous	66	Wayside
SH388.4	Continuous	66	Wayside
Bennett Yard	Continuous Except: 2300-0700 Sat-Sun	32	Terminal

Table 24. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher's call-in number is 8.

BE Train Dispatcher's telephone No. is 1-800-445-5503.

2. **Bennett Yard** - All trains entering Bennett Yard operating on channel 1 or AAR channel 32 will switch to the yard channel 2 or AAR channel 66 and talk to the yardmaster for instructions before entering these limits.

26.0 MISCELLANEOUS INSTRUCTIONS

1. Coal Trains

- a) **Operations of Pennyroyal Coal Trains at Andrews** - Pennyroyal coal trains arriving Andrews will stop clear of main street crossing on Highway 521 until such time as train can make a continuous movement without blocking Highway 521 at either of the two locations in Andrews (364.9 - Andrews Subdivision and 16.1 - Georgetown Subdivision). If necessary to pull train on Georgetown Subdivision main track in order to back train in the yard, the cab will be pulled over Highway 521 crossing so that a continuous reverse movement can be made into the yard. Empty hopper trains arriving Andrews from Pennyroyal will pull around north leg of wye until cab is clear of Highway 521, main street crossing, before reverse movement is made south on main track.
- b) **Pennyroyal** - Pennyroyal coal trains will be operated to destination and return with telemetry devices on engine and rear of train. Crews on the Pennyroyal coal trains are also to be furnished initial and number of rear car in train and same information furnished train dispatcher.
- c) **Middleton, S.C.** - The following procedure will govern coal trains that must be bled off prior to unloading.
 - 1) Pull train around outside loop, putting brakeman off at gate by track on new road. The conductor and brakeman will bleed train.
 - 2) After train is bled off, back train up over switch to dumper then pull into dumper and spot train.
 - 3) After 5 cars have been made empty, stop unloading and take the 5 empty cars to rear of train and couple to rear of train. When this is completed, move RD-unit to rear of the 5 empty cars, then go back to head of train and unload remaining cars in the train.
 - 4) When the 5 empty cars on the rear reach dumper, the power plant will pull through dumper with 2 empty cars left north of dumper, 1 car inside dumper and 2 cars south of dumper. These 5 car lengths will remain coupled and this will keep brakeman 2 car lengths from dumper while making train solid.
 - 5) After train has been made solid, pull rear through dumper and shove train back around outside track to pick up conductor and brakeman.

2. **Deliveries to Inness, SC** - All shipments delivered to Inness, SC must be placed beyond the locked fence in the area which is commonly referred to as the "Bull Pen". In the event the Bull Pen is filled to capacity, arrangements must be made to notify the government security personnel at 764-7555 in order they may open the Bull Pen gate to permit the cars to be shoved onto the government reservation far enough to position all cars behind the locked gate on the main track end of the connection track. Under no circumstance will cars be left at Inness outside the gate without authority from the government security personnel.
3. **Handling Rocket Motor Shipments to and from Inness.** The Department of Navy has advised that rocket motor shipments moving to and from Inness, SC may be positioned six (6) cars from the engine and must be kept under constant surveillance.
4. **Mullins, SC "CSRR"** - after obtaining permission from CSX train dispatcher, may operate over CSX trackage within yard limits at Mullins, SC, to effect interchange with CSX. "CSRR" will operate over railroad crossing at Mullins, SC by setting gates against CSX Andrews subdivision main track without obtaining permission from the CSX train dispatcher. Manually operated gates will be set normally clear for CSX.
5. **Method of operation on the EC&B Railroad main tracks at State Junction, S.C.**

To serve the Nucor Plant:

- a) Trains must operate in accordance with EC&B operating rules while using that portion of EC&B main track between State Junction and the Nucor Yard.
- b) Authority must be secured from the EC&B Operator to occupy the EC&B main track extending between Milepost 1 and Nucor yard limit sign.
- c) CSX Trains are to call the EC&B Operator on channel 58 upon arrival at State Junction for block authority. CSX crews will provide train number, engine number and total number of cars to the operator.
- d) Permission will be given in one (1) direction for use in one (1) direction.
- e) The EC&B Railroad has established the following DTC blocks to govern movement over its trackage:

Table 25. DTC Block Limits

Between Location/Mile Post	Block Names
MP 1 and MP 14.7 at Charity Church	Charity Church
MP 14.7 to the YL Board on Nucor Lead	Nucor

- f) CSX crews are to report "CLEAR" the Charity Church block when their train is inside the Nucor block. CSXT crews are to report "CLEAR" the Nucor block when they are inside the yard limits at The Nucor plant. To return, crews must secure the Nucor and Charity Church blocks and report "CLEAR" of the Nucor block when their train clears MP 14.7 and "CLEAR" the Charity Church block when their train is clear MP 1 on the EC&B main track.
- g) The Nucor lead switch will be left as last used and trains approaching this switch must be prepared to stop.

- h) Listed below are the crossings on the EC&B main-line that must be flagged:

- 1) MP 1.6 Highway S-402
- 2) MP 5.1 Clements Ferry
- 3) MP 11.0 Charity Church Road
- 4) MP 14.7 Clements Ferry Road

NOTES:

30.0 AUGUSTA SUBDIVISION-AU

31.0 STATIONS LISTING AND DIAGRAM

32.0 METHOD OF OPERATION

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
AK460.5	MCCORMICK SD	Augusta	6614
AK454.3	AUGUSTA	6.2 Beech Island	
AK445.1		9.1 Jackson	
AK438.0		6.6 Ellenton	
AK431.2		7.4 Robbins	9081
AMH501.2		15.6 Beldoc	6053
AMH485.6		8.3 Allendale	
AMH477.3		5.4 Fairfax	
AMH471.9	COLUMBIA SD	9.3 Mauldins Mill	
AMH462.6		19.3 Yemassee	
AMH443.3	CHARLESTON SD		
87.2 MILES AUGUSTA TO YEMASSEE			

Note: MP AK431.1 and MP AMH501.2 are the same field MP location.

31.1 CROSS REFERENCE

Table 26. Diagram Cross-Reference

Subdivision	Division	Page
McCormick	Florence	59
Georgia	Atlanta	Atlanta TT
Columbia	Florence	35
Charleston	Florence	21

31.2 ADDITIONAL STATIONS

Table 27. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Ellenton	AK438.0	107	Both
Millett	AMH492.7	5	South
Sandoz Spur (3.8 miles)	AMH489.2	Spur	South
Allendale	AMH477.3	46	Both
Fairfax	AMH471.9	19	Both
Mauldins Mill	AMH462.6	52	Both
Hampton	AMH462.2	78	Both

32.1 AUTHORITY FOR MOVEMENT

Table 28. Authority for Movement

Between Location/Mile Post	Rules
AK459.5 and AK463.1 (Note 1)	93
AK456.3 and AK455.4 (Note 2)	255-259(93)
AK455.4 and AMH444.0	120-132

Note:

1. Augusta, trains will secure permission from the yardmaster to enter the streets of Augusta (Yard Limits) before passing Eve Street. The switch to Augusta Subdivision at Eleventh Street will be left as last lined. The yardmaster will contact the NS Railway yard before allowing trains to enter the joint track at Sixth Street.
2. Rule 93 will be the method of operation during signal suspension.

Rules of Augusta and Summerville Railway Company, Augusta, Ga.

1. Principal tracks are as follows:
 - a) Reynolds Street via Sixth Street to NS Railway Junction crossing located near Laney Walker Blvd.
 - b) Sixth Street from junction near Walton Way overpass to junction with Georgia Subdivision track at Eleventh Street.
 - c) Twiggs Street via Fenwick Street to Eleventh Street.
2. Trains within yard limits Augusta will not exceed 15 MPH over these tracks. In case of accident, the responsibility will rest with the approaching train.
3. Trains must move prepared to stop short of any switch not properly lined.
4. In the event two or more train movements conflict at any point on these tracks, the train that can be cleared with the least delay must take steps promptly to do so.
5. The General Notice, General Rules and all operating rules and special instructions of each tenant line will govern where applicable, and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to General Rule "F". Reports required thereby or otherwise should be made promptly to Trainmaster, Augusta. This officer is authorized to issue special instructions.

Augusta, after receiving authority from yardmaster, trains will operate within yard limits not exceeding 10 MPH on A&S tracks between Walton Way and Reynolds Street.

METHOD OF OPERATION ON KIMBERLY-CLARK SPUR

Remotely controlled interlocking controlled by operator at Augusta protects main track switch to Kimberly-Clark Spur at AK455.4 with home signals located 100 feet west and 500 feet east, respectively, on main track, dwarf signal located 500 feet on Kimberly-Clark Spur, power operated derail and gate with dwarf signal located 2600 feet east on Kimberly-Clark Spur and operative approach signal, governing northward trains on main track located at AK454.4.

Movements ready to leave Kimberly-Clark yard will contact operator, if unable to contact operator, movement will stop not more than 100 feet south of dwarf signal, approaching dwarf signal at all times at Restricted Speed and be governed by indication.

When Southward home signal located 100 feet north of AK455.4 displays aspect "Red over Green," main track switch is lined to Kimberly-Clark Spur, gate is open, derail lined and track clear to dwarf signal 2600 feet south of AK455.5

Kimberly-Clark Spur is classified as track other than main track and trains will be governed by Rule 105.

32.2 DTC BLOCK LIMITS

Between Augusta And Yemassee

Table 29. DTC Block Limits

Between Location/Mile Post	Block Names
AK455.4 and AK452.0	Beech Island
AK452.0 and AK443.7	Jackson
AK443.7 and AMH500.9	Robbins
AMH500.9 and AMH 485.6	Beldoc
AMH485.6 and AMH476.8	Allendale
AMH476.8 and AMH471.9	Fairfax
AMH471.9 and AMH470.0	Brunson
AMH470.0 and AMH462.2	Hampton
AMH462.2 and AMH457.0	Tarte
AMH457.0 and AMH451.0	Egg
AMH451.0 and AMH445.0	Yemassee
AMH445.0 and AMH442.8	Brown

33.0 SPEEDS

33.1 MAXIMUM AUTHORIZED SPEED

Table 30. Maximum Authorized Speed

Between Location/Mile Post	MPH
AK455.4 and AMH443.3	49

33.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 31. Speed Restrictions

Between Location/Mile Post	MPH
AK461.2 and AK460.5	15
AK459.5 and AK456.0	15
At AK431 through turnout side of Junction Switch Robbins	30
AMH478.3 and AMH476.2	35
AMH476.2 and AMH478.3	35
AMH472.7 and AMH471.3	35
AMH468.3 and AMH468.1	30
AMH464.6 and AMH461.0	35
AMH461.0 and AMH459.0	30
All tracks other than main tracks	10

Note:

- Do not exceed 10 MPH on any track other than main track between AK459.5 and AMH444.0 10 MPH restriction does not apply to the Sandoz Spur.
- 10 MPH on all tracks PR&A Yard and tracks 1 through 26 Big Yard Augusta including Glasscock Lead - Augusta.
- Do not exceed 10 MPH on all tracks Kimberly Clark and Columbia Nitrogen at Augusta. 3 MPH on Chip track Georgia Pacific.
- Do not exceed 5 MPH while operating within the Westvaco Wood Chip Mill at Hampton, S.C. AMH462.2.
- Do not exceed 10 MPH on Charleston Subdivision connection track between AMH443.0 and AMH443.8 (A443.8).
- Do not exceed 10 MPH on Columbia Subdivision connection track at Fairfax, SC between S436.1 and AMH472.0.

33.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

AK452.0 and AK451.0 AK451.0 and AK450.0
AMH474.0 and AMH473.0 AMH473.0 and AMH472.0

34.0 EQUIPMENT RESTRICTIONS

Table 32. Equipment Restrictions

Location	Equipment	Restriction
Bridge AK461.9-462.0	4-Axle Wreckers	15 MPH
	6-Axle Wreckers	10 MPH
Augusta Bridges At AK456.8-AK456.0 AK456.8-AK456.0 AK456.8-AK456.0	Cars weighing 263,001-270,000 6-Axle Engines 6-Axle Wreckers	10 MPH

35.0 INSTRUCTIONS RELATING TO OPERATING RULES

35.58 DEFECT DETECTORS

Table 33. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Per- sonnel Reading Charts
Jackson AK447.2	AD	East Side
Millett AMH496.5	AD	West Side
Allendale AMH474.5	AD	West Side

35.98. JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Protected by "Stop and Check" signal (Rule 293). Savannah River, AK456.3 (2) Railroad Crossings At Grade

Table 34. Railroad Crossings at Grade

Location	Rail- road	Pro- tection	Rule
Augusta, AK460.0	C of GA	Non- elec- trically locked gates (Note)	98-C
Fairfax AMH471.9	CSX	Remotely	234-B(2)

Note: Normally clear CSX

35.100 ROAD CROSSINGS AT GRADE

Table 35. Road Crossings at Grade

Location	Street
Augusta AK459.0-AK463.2	All movements over or through any city street will not exceed 15 MPH. Speed will be further reduced as conditions require.

(a). Varnville - Between AMH461.0 and AMH459.0, street crossings must not be blocked longer than 15 minutes by a standing train.

(b). Hampton - All trains, moving or standing, will not block any street crossings within the corporate limits, between AMH464.0 and AMH461.0, longer than 10 minutes.

35.103 SWITCHING

A.E.C. employees will provide chocks and will chock every cut of cars on either leg of wye at Ellenton. Crews working at Ellenton will check cars for chocks in addition to hand brakes before moving them. Cars delivered to the Savannah River Plant, at Ellenton, will be accompanied by a list of the cars and a copy of waybill covering each car.

The time and late cars delivered must be shown on the list.

35.104 SWITCHES

Augusta - Switch located on main track end of crossover south end Glascock Siding, AK457.6, may be left as last used. Trains must approach this switch prepared to stop and know it is properly set for movement to be made. Maximum speed over or through this switch is 10 MPH.

35.105 USE OF SPECIFIED TRACKS

Old Orangeburg Subdivision between AK417.5 and AK431.2 is classified as track other than main track and trains will be governed by rule 105, not exceeding 25 mph. Trains will be governed by Augusta Terminal Instructions No. 1.

35.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 36. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Augusta-YM	Continuous	32 & 66	Terminal
AK459.5-TD	Continuous	32	Wayside
Augusta-YM	Continuous	32 & 66	Yard Office
AK447.2-TD	Continuous	32	Wayside
AK431.2-TD	Continuous	32	Wayside
AMH481.8-TD	Continuous	32	Wayside
AMH461.0-TD	Continuous	32	Wayside
A443.0-TD	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher Call-In No. is 4.

CE Train Dispatcher telephone No. is 1-800-445-5518.

36.0 MISCELLANEOUS INSTRUCTIONS

AUGUSTA TERMINAL INSTRUCTIONS

1. Handling traffic to and from A.E.C. at Dunbarton, SC (A.E.C.) Savannah River Plant:

The following instructions will govern concerning switching operations between Robbins, SC, AK431.2, Augusta Subdivision and Dunbarton, SC, near AK417.5, Old Orangeburg Subdivision. In addition, all other applicable operating and safety rules will apply. Cars delivered to Dunbarton will be accompanied by list of cars and a copy of waybill governing each car. List and waybills will be placed in waybill box inside Scale House at Dunbarton. List must be marked to show date and time of delivery. Atomic Energy Commission (A.E.C.) employees will provide list of outbound cars and conductor will check to see that cars pulled are on this list. Cars not on list will not be pulled from Dunbarton. A.E.C. employees will provide chocks and will also chock every cut of cars on downgrade end of car(s) when leaving car at Dunbarton. Crews working this location will check for and remove these chocks before moving cars. Crew setting out cars at Dunbarton will apply sufficient hand brake and chock car(s) on downgrade end using chocks provided by

A.E.C. Tracks between Donora and Dunbarton will be used jointly by CSX and A.E.C. employees. These tracks will be considered as other than Main Track and Operating Rule 105 (not exceeding 10 MPH) will apply. Cars must be pulled to and from Dunbarton.

2. Unless otherwise instructed, cars will be positioned in train leaving terminals and when picked up on line of road so that tonnage behind intermodal or auto rack cars, either loaded or empty, does not exceed 5,000 gross tons.
3. Stopping trains with 80 feet or longer cars in Augusta Terminal.
 - a) When stopping trains with 80 foot or longer cars on other than the main track in Augusta Terminal the stop must be made using the stretch brake method using the automatic brake as described in train handling Rule 3.2.4.D. The brake cylinder pressure on the locomotive must be actuated off in order to prevent any undesirable slack action from occurring.
 - b) If terrain conditions prohibit stopping stretched, the independent brake will not be used to assist in the stop, Rule 3.2.4 modified.

NOTES:

NOTES:

40.0 BELLWOOD SUBDIVISION-RP

41.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	<div><div>↓</div><div>SOUTH</div><div>↑</div></div>	STATIONS	SDG CAP (Ft)
CFP1.0	<div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><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41.1 DIAGRAM CROSS-REFERENCE

Table 37. Diagram Cross-Reference

Subdivision	Division	Page
Richmond Terminal	Florence	81
Piedmont	C&OBU East	C&OBU TTSI
Hopewell	Florence	55
North End	Florence	69

41.2 ADDITIONAL STATIONS

Table 38. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Alleghany Lead No. 2 track	S3.2	54	North
Amphill No. 2 track	S5.1	Yard	North
Bell Bluff No. 1 track	S8.9	Yard	North

42.0 METHOD OF OPERATION

42.1 AUTHORITY FOR MOVEMENT

Table 39. Authority for Movement

Between Location/Mile Post	Rules
Hermitage, SRN4.0 and S. E. Bellwood, S8.9	265-272

42.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 40. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
S2.9 and North End Crossover, Falling Creek, S 7.2	Marlboro
North End Crossover, Falling Creek, S7.2 and SEDT Bellwood, S8.9	Fanshaw

Note: Yard Limits would be established between SRN4.0 to S2.9.

42.4 EXCEPTED TRACKS

Sixth Street Lead S1.5

43.0 SPEEDS

43.1 MAXIMUM AUTHORIZED SPEED

Table 41. Maximum Authorized Speed

Between Location/Mile Post	MPH
Hermitage, SRN4.0 and S1.0	30
S1.0 and S8.9	25

Note: All tracks other than main and signal tracks 10 MPH.

43.2 SPEED RESTRICTIONS

Table 42. Speed Restrictions

Between Location/Mile Post	Prgr. MPH	Other MPH
Both Tracks		
SRN4.0 and SRN3.6	20	20
SRN3.6 and SRN1.8	—	25
SRN1.8 and SRN0.5	20	20
SRN0.5 and S1.0	10	10
No. 1 Track		
S7.2 and S8.9	10	10
Signaled Siding		
At South Yard	10	10

Note: Richmond, 6 MPH when moving longitudinally in a street.

44.0 EQUIPMENT RESTRICTIONS

1. Bellwood Subdivision -

Trailers in TOFC service with combined height of flat car and Trailer, loaded bi-level auto racks, and any other similar equipment exceeding 17ft.0 in. above top of rail, and loaded or empty tri-level auto racks and Amtrak Auto Passenger cars with high dome and Auto Train auto racks, must not be moved south of Acca Yard, CFP2.4, or north of Centralia, S10.9, except on special instructions.

Table 43. Equipment Restrictions

Location	Equipment	Restriction
E.I. Dupont Amphill, VA	Equipment with 3-Axle trucks	Tracks 8 and 8A

45.0 INSTRUCTIONS RELATING TO OPERATING RULES

45.58 DETECTORS

- Two automatic voice high load and car detectors are located on the Bellwood Subdivision for checking high loads or cars due to clearance limits of 17 feet 0 inches at CSX overhead bridge at S0.1.

For southward movements only the detector equipment house is located on the east side of the main track at SRN0.4 and for northward movements only the detector equipment house is located on the east side of the main track at S4.0. Red and white indicator lights are mounted on signal masts on the east and west side of both main tracks at these locations.

- Brown Street High Load Detector, SRN0.4, Richmond, Va.-** Operates under white light operation only when passing trains with no defects. In the event a high load or car is detected, the white light indicators will be extinguished and red indicators will be illuminated and will remain on for 3 minutes. An alarm tone of 10 to 12 seconds duration will be broadcast followed by a voice message stating "CSX Brown Street Yard, Richmond, Va. High Load", a total of 4 times. When tone and/or red light is received, train or trains must be stopped at once. Trains must then be inspected for

high loads or cars and, if any are found, they must be set out.

At locations three poles south of the Brown Street Yard Office on the east side of the tracks, there is a revolving red light 35 feet in the air on the west side of the pole so rear end crew can observe indication in advance.

If during simultaneous moves southward by the detector, an alarm is sounded and/or announced, both trains must be stopped at once; train must then be checked for high load or cars and, if any found, they must be set out.

- Ruffin Road High Load Detector, S4.0, Richmond, Va.-** Operates under red and white light with voice communications for first, second and third high load information with the actual car count for each defect. The alarm tone for this detector will now be broadcast from the point that a defect is located to the end of the train, and then voice instructions for the actual location by car count as located from the end of train will be broadcast. The detector does not operate for southward trains, but will indicate by voice instructions at the end of trains for "No Defects" on northward trains. If no defect is indicated.

If during simultaneous moves northward by the detector, an alarm is sounded and/or announced, both trains must clear detector and inspect for high loads or cars.

If white or re-indicator light is illuminated before a train reaches a point 100 feet north of the detector at SRN0.4 or 100 feet south of the detector at S4.0 while opposite main track is unoccupied, or white indicator lights fail to light when train reached detector, conductor must arrange for inspection of entire train and set off any cars that appear to exceed 17 feet, 0 inches.

45.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossing At Grade

Table 44. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Rocketts, S0.7	NS	Electrical-ly locked derails (Note)	98-E

Note: Normally clear for CSX.

45.100 ROAD CROSSINGS AT GRADE

- Richmond-All** movements over all crossings in South Yard must be preceded by a flagman.
- Bottled Gas Lead between SRN3.5 and SRN3.0** - Trains must stop and flag the road crossings listed below account rusty rail:
 - Hermitage Road SRN3.45
 - Dineen Street SRN3.10
- Industrial Lead between SRN1.8 and SRN1.6** - Trains must stop and flag the road crossing at Second Street SRN1.6 account rusty rail.

4. **Signalled Siding between S1.5 and S2.8** - Trains must stop and flag the road crossing at Goodes Street S1.6 account rusty rail.
5. Operating Rule 329 governs movement over the power switch at Seventh Street, SRN1.1, Richmond, Va., account of rusty rail.
6. Trains operating over the railroad crossing at grade with NS at Rocketts, Va., S0.7, must operate at controlled speed account rusty rail on NS Line.

45.103 SWITCHING

Engines or cars must not be detached and left standing entirely between signs reading: "Do Not Leave Cars Between Signs", which are located at the two locations listed below on the Bellwood Subdivision:

1. SRN0.2 north, east track on both sides of Broad Street viaduct.
2. S0.2 single track on both sides of Dock Street viaduct.

45.104 SWITCHES

Trains moving out of yard tracks at Acca must not foul clearance point until switch is properly lined for their movement.

45.329 RUSTY RAIL CONDITIONS

Rusty rail Rule 329 is in effect at the following locations:

1. Interlocking at Bellwood S7.6.
2. Crossover at Marlboro S4.4.
3. Middle crossover at Southyard S1.5.
4. 17 crossover in reverse position SRN0.9.
5. Old C&O transfer track in reverse position SRN0.5.

45.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 45. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
S10.7	Continuous	32	Wayside
Acca Yard	Continuous	32	Terminal
Fulton Tower-YM	Continuous	66	Terminal
Dispatcher (AE)	Continuous	20	Wayside

Note: AE Train Dispatcher's call-in number is 7.

AE Train Dispatcher's telephone No. is 1-800-628-4703.

46.0 MISCELLANEOUS INSTRUCTIONS

1. Floodwall gates have been installed at S1.6 Goodes Street on the Bellwood Subdivision. When these gates are closed they will foul all tracks at this location. Signals governing this portion of track will not be affected. An alarm will be enunciated over the radio on channel 32 with the following message "Flood gate alarm Goodes Street, Richmond, Virginia S1.6". This message will continue over the radio until the alarm mode has been reset.

Trains operating in this area must not pass this location until it is known that the gates are opened and secured.

2. Subject: Switching E.I. Dupont, Amptill, Va., S5.0

E.I. Dupont has installed a tyvek passageway across track No. 7 on the east side of their plant. There are two doors that will provide passage for rail equipment and on either side of both doors are traffic lights which will indicate safe railroad passage. These doors are to be used for railroad traffic only. When doors are open, the movement of product within the passageway is halted, therefore it is essential to minimize the time the doors are open.

- a) When requesting track, the following sequence must be followed:

- 1) Unlock push-button control panel on side of passageway (Key s on railroad key ring obtained at front gate).
- 2) Depress "request track" push-button (Push-button lights goes on).
- 3) Wait for door to open and railroad traffic light to change to green which will indicate safe railroad passage. Passageway should open within 1 to 5 minutes.
- 4) Lock push-button control panel back.

- b) When work is complete, the following sequence must be followed:

- 1) Unlock push-button control panel on side of passageway.
- 2) Depress "work complete" push-button (Push-button lights goes on).
- 3) Railroad traffic light will change to red which will indicate unsafe for railroad passage.
- 4) Lock push-button control panel.

- c) Problems

- 1) In the event problems occur enter passageway personnel door using extreme caution as there will be E.I. Dupont personnel and machinery moving within the passageway.
- 2) Proceed to phones located on south wall of passageway beside personnel door.
- 3) Call line 4 control room on ext. 2062 or use hotline phone for direct connection.

NOTES:



NOTES:

NOTES:

50.0 BELTON SUBDIVISION-PN

51.0 STATIONS LISTING AND DIAGRAM

52.0 METHOD OF OPERATION

MP/ Ctr Pt	 SOUTH 	STATIONS	SDG CAP (Ft)
AKL88.7	SPARTANBURG SD	Spartanburg	2102
AKL78.5		10.2 Startex	
AKL70.6		7.9 Greer	
AKL69.8	NS --- GN RR	12.8 Greenville	
AKL52.4	NS	4.4 White Horse	2775
AKL45.2	NS	7.2 Piedmont	
AKL40.5	NS	4.7 Pelzer	
AKL29.0	NS	11.5 Belton Junction	
AKL28.5		0.5 Belton	
AKL26.2	END OF TRACK	2.7 End Of Track	
62.5 MILES SPARTANBURG TO END OF TRACK			

51.1 DIAGRAM CROSS REFERENCE

Table 46. Diagram Cross-Reference

Subdivision	Division	Page
Spartanburg	Florence	89

51.2 ADDITIONAL STATIONS

Table 47. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Calvert	AKL83.9	38	Both
Startex	AKL78.5	38	Both
Pelzer	AKL40.5	38	Both
Belton	AKL28.5	50	Both

52.1 AUTHORITY FOR MOVEMENT

Table 48. Authority for Movement

Between Location/Mile Post	Rules
AKL26.2 and AKL28.5	105
AKL28.5 and AKL56.0	120-132
AKL56.0 and AKL57.8	93
AKL57.8 and AKL86.4	120-132
AKL86.4 and Spartanburg, AKL88.7	105
Belton Junction and Anderson	Note
AKH555.2 and AKH561.3	105

Note: Trains will operate on the NS Railway tracks between Belton Junction and Anderson, and will be governed by NS Railway timetables, rules and special instructions.

52.2 DTC BLOCK LIMITS

BETWEEN BELTON AND GREENVILLE

Table 49. DTC Block Limits

Between Location/Mile Post	Block Names
AKL28.5 and AKL45.0	Pelzer
AKL45.0 and AKL52.0	Piedmont
AKL52.0 and AKL56.0	White Horse
AKL57.8 and AKL69.8	Greenville
AKL69.8 and AKL86.4	Greer

52.4 EXCEPTED TRACKS

Tracks serving: Greenco Beverage and the G&N Connection on the town lead or Greenville Yard between the Southern Overhead Bridge and the End of Track at Hudson Street. Swamp Rabbit from G&N engine house to the East End wye track.

Main track between MP AKL26.2 and AKL40.0 is designated as FRA excepted track. Trains will not exceed 10 MPH.

BASF Fiber, Owens Corning Fiber Glass, Gold Kist and Lowenstein on and including the Anderson Industrial Spur commencing at AKH555.2 to the end of the tracks at AKH561.3 and the Orr Mill Branch serving Better Beer & Wine Budweiser, Carolina Industrial Scrap and Anderson Independent Paper, will be classed as Excepted Track.

N.S. Railway has designated the track segment between Belton Junction and Anderson as excepted track.

53.0 SPEEDS

53.1 MAXIMUM AUTHORIZED SPEED

Table 50. Maximum Authorized Speed

Between Location/Mile Post	MPH
Spartanburg and end of track AKL26.2	25
Anderson Spur-AKH555.2 Anderson, AKH561.3	10

53.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 51. Speed Restrictions

Between Location/Mile Post	MPH
AKL26.2 and AKL40.0	10

Note:

1. All tracks other than main tracks do not exceed 10 MPH.

54.0 EQUIPMENT RESTRICTIONS

Table 52. Equipment Restrictions

Location	Equipment	Restriction
Spartanburg to end of track AKL 26.2	All Wreckers	25 MPH
Uptown Lead at Greenville	Cars weighing in excess of 263,000 lbs 6-axle engines & all wreckers	Barred
Uptown Lead	4-axle engines	Restricted to weight no greater than 270,000 lbs.
Anderson Spur AKH561.3 to AKH555.2	Cars Weighing in excess of 263,000lbs. 6-axle engines	Barred
Anderson Spur	4-axle engines	Restricted to weight no greater than 270,000lbs.
Anderson Spur	All Wreckers	10 MPH
Taylor's: Taylor Mills	6 axle engines	Barred
Lyman: Lyman Mills	6 axle engines	Barred
Wadsworth: Southeastern Papers Caroline Warehouse Caroline Fiber	6 axle engines	Barred

55.0 INSTRUCTIONS RELATING TO OPERATING RULES

55.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Railroad Crossings At Grade

Table 53. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Greenville, AKL57.2	G&N	Stop Signs 98-F	

55.100 HIGHWAY AND STREET CROSSINGS

Table 54. Road Crossings at Grade

Location	Street
Spartanburg Thomson St. AKL88.3, Brawley St. AKL88.6.	Movement must be preceded by flagman.
Greenville Rivers St. Swamp Rabbit.	Must be protected by flagman.
Anderson West Market, West Whitner, Tribble, Fant, Tower, Blakely, Greenville & N. Murray St.	Must be protected by flagman.
Taylor's Highway Southern Bleachery Lead.	Must be protected by flagman.
Spartanburg All Street crossings on Blue Ridge and Spartanburg Subdivi- sions not protected by auto- matic crossing signals	Must be flagged.

55.103 SWITCHING

Hand brakes must be applied on all cars set off at Calvert, S.C. The following procedures must be followed in switching Owens-Corning, at Anderson, S. C.:

1. Before any switching movement is made the air brake system must be fully charged on each car to be handled, with air brakes fully operative.
2. Cutting off cars in motion is prohibited.

55.104 SWITCHES

1. All switches in yard MP AKL28.5 to MP AKL26.2, Belton, S.C. may be left as last used.
2. Lee Steam Plant Lead switch, Peizer, S.C. MP AKL40.0 may be left as last used.

55.105 USE OF SPECIFIED TRACK

Spartanburg, S.C. - Brawley Street Lead - The track between AKL86.4 and AKL88.7 / AK593.5 is classified as track other than main track and trains will be governed by operating rule 105. Northward trains passing Wadsworth will contact Spartanburg Yard for instructions.

Belton, S.C. - The track between AKL26.2 and AKL28.5 is classified as track other than main track and trains will be governed by operating rule 105, not exceeding 10 MPH.

Anderson, S.C. - The track between AKH561.3 and AKH555.2 is classified as track other than main track and trains will be governed by operating rule 105, not exceeding 10 MPH.

NOTES:

55.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 55. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
AKL47.1-TD	Continuous	66	Wayside
AK592.7-TD	Continuous	66	Wayside
Spartanburg-AG	Continuous	66	Terminal
Dispatcher (AP)	Continuous	94	Wayside

Note: AP Train Dispatcher Call-In No. is 6.

AP Train Dispatcher telephone No. is 1-800-628-4704.

56.0 MISCELLANEOUS INSTRUCTIONS

1. Belton Subdivision - Junction switch located at south portal of tunnel will be left lined for movement on Spartanburg Subdivision when not in use.
2. All trains contact Spartanburg Yard for instructions before entering yard at Spartanburg. All movements through the tunnel located in Spartanburg will be made at restricted speed.

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60.0 CHARLESTON SUBDIVISION-CH

61.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
A292.7	SOUTH END SD	Florence	
A296.2		3.5 S. Florence	
1312		3.8	
A300.0		Java	
1351		6.0	
A306.0		New Hope	
1352		4.0	
A310.0		Coward	
1353		7.5	
A317.5		S. Lake City	
1355		3.5	
A321.0		N. Cades	
1356		6.6	
A327.6		Bynum	
1357		4.2	
A331.8		Kingstree	
1358		6.2	
A338.0		N. Lane	
1359		3.4	
A341.4	LANE SD	Lane	
1360		3.7	
A345.1		Santee Bluff	
1361		3.3	
A348.4		Etta	
1362		0.7	
A349.1	CROSS SD	Cross Jct.	
1363		3.8	
A352.9		St. Stephen	
1364		9.0	
A361.9		Pinopolis	
1366	SC PUB SER AUTHORITY	4.9	
A366.8		S. Moncks Cnr	
1367		6.3	
A373.1		Strawberry	
1368		3.8	
A376.9		Mt. Holly	
1369		6.5	
A383.4		Hanahan	
1370		2.9	
A386.3	NS RY	Meads	
93.6 MILES FLORENCE TO MEADS			

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
A386.3	NS RY	Meads	
1371	CHARLESTON BENNETT YD	1.4 Charleston	
A387.7		0.7 SY	
1372	REEDS BRANCH	0.9 Bennett	10976
A388.4	DOWNTOWN LEAD	0.8 BN	
1373		2.8 S. Drayton Hall	
A389.3		11.9 Ravenel	
A392.0		12.0 Edisto	
1375		10.0 Green Pond	
A394.7		14.3 Yemassee	8131
1376		16.3 Ridgeland	
A408.0		14.6 Hardeeville	
1379		6.9 Chatham	
A418.7		9.6 Central Jct.	
1381			
A428.0			
1383			
A443.0			
1385	AUGUSTA SD		
A460.6			
1389			
A470.0			
1391	MUTCHINSON ISLAND SPUR		
A480.8			
1394			
A490.4			
1401	SAVANNAH SD		
104.1 MILES MEADS TO CENTRAL JCT.			

REMOUNT TO CHARLESTON

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SH411.6	ANDREWS SD	Remount	
SH413.9	COSGROVE YD	1.5 N. Charleston	
A389.3	REEDS BRANCH	4.9 Charleston (Bennett Yd)	
	NORTH CHARLESTON BRANCH		
	CHARLES- TON SD		
7.4 MILES YEAMAN'S HALL RD TO CHARLESTON			

61.1 DIAGRAM CROSS-REFERENCE

Table 56 Diagram Cross-Reference

Subdivision	Division	Page
South End	Florence	83
Lane	Florence	57
Cross	Florence	41
Augusta	Florence	9
Savannah	Jacksonville	Jacksonville TT
Andrews	Florence	5

61.2 ADDITIONAL STATIONS

Table 57. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Pinopolis Jct	A360.5	159	North
South Hardeville	A477.1	20	South
Hutchinson Island	A477.6	Spur	South

Note:

1. There is no A391.
2. Distance between A390 and A392 is 612 feet.

62.0 METHOD OF OPERATION

62.1 AUTHORITY FOR MOVEMENT

Table 58. Authority for Movement

Between Location/Mile Post	Rules
A292.7 and A386.2	265-272
A386.2 and A392.5	265-272(93)
A392.5 and A489.6	265-272
A489.6 and A490.4	265-272(93)
SH413.9 and A386.3 (Meads)	NS RY
A386.3 (Meads) and A389.3 (Bennett Yard)	265-272

Method Of Operation On The NS Railway Reads Branch

A manual block system is in effect between North Charleston Terminal connection at North Wye switch, Cosgrove, and Meads crossing. This Manual Block is under the control of NS Railway Clerk-Operator, or designated employee, at NS Railway Seven Mile Yard. In the absence of NS Railway Clerk-Operator, or designated employee, control of the block will be transferred to yardmaster or designated employee at Bennett Yard. If contact is not made with NS Railway Clerk-Operator, or designated employee, by second attempt, the yardmaster or designated employee at Bennett must be called. The limits of this block are designated by roadway signs which indicate the beginning and end of block. Before any train occupies this manual block, conductor or engineer must contact the clerk-operator or designated employee at Seven Mile Yard, either by radio or telephone and obtain permission to enter the block. Immediately after train clears block at North Wye and/or Meads, conductor or engineer will notify clerk-operator or designated employee, advising engine number

and number of cars in train. Clerk-operator, or designated employee, will then complete clearance card, form 603, and block sheet, form 648-A. Two movements will not be allowed to enter this block unless authorized by an NS Railway Officer of the Carolina Division. When such authority is received, the officer's name will be shown on clearance card, as well as the time authorized. In the event it becomes necessary for the clerk-operator, or designated employee, at Seven Mile Yard to be absent from the office, control of the block will be turned over to CSX yardmaster, or designated employee at Bennett Yard. The yardmaster or designated employee at Bennett Yard will be notified by telephone and all necessary information pertaining to manual block will be relayed to him by clerk-operator or designated employee at Seven Mile Yard. When the clerk-operator or designated employee at Seven Mile Yard completes his tour of duty, the block will be controlled by the CSX yardmaster or designated employee with either a "clear" or "occupied" indicated on clearance card, form 603 and block sheet form 648-A. Likewise the CSX yardmaster or designated employee will turn control to the block over to NS clerk-operator or designated employee at 0630 when his tour of duty begins. The CSX yardmaster or designated employee will indicate either "clear" or "occupied" on clearance card and block sheet.

The following will apply to operations on Reads Branch:

Proceed prepared to stop within one-half range of vision at a speed not exceeding 10 MPH.

62.3 SUSPENSION OF SIGNAL SYSTEM- (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 59 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Florence, A292.7 and SEDT A300.0	Java
SEDT A300.0 and NEDT A306.0	New Hope
NEDT A306.0 and SEDT A310.0	Coward
SEDT A310.0 and NEDT A317.5	Scranton
NEDT A317.5 and SEDT A321.0	Lake City
SEDT A321.0 and NEDT A327.6	Cades
NEDT A327.6 and SEDT A331.8	Kingstree
SEDT A331.8 and NEDT A338.0	Salters
NEDT A338.0 and SEDT A345.1	Lanes
SEDT A345.1 and NEDT A348.4	Santee
NEDT A348.4 and SEDT A352.9	St. Stephens
SEDT A352.9 and NEDT A361.9	McBeth
NEDT A361.9 and SEDT A366.8	Moncks Corner
SEDT A366.8 and NEDT A373.1	Gilliard
NEDT A373.1 and SEDT A376.9	Mount Holly
SEDT A376.9 and NEDT A383.4	Goose Creek
NEDT A383.4 and A386.3	Hanahan
A386.3 and SEDT A394.7	Bennett
SEDT A394.7 and NEDT A403.5	Johns Island

Table 59 (Page 2 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
NEDT A403.5 and SEDT A408.0	Ravenel
SEDT A408.0 and NEDT A415.4	Jericho
NEDT A415.4 and SEDT A418.7	Edisto
SEDT A418.7 and NEDT A428.0	Jacksonboro
NEDT A428.0 and SEDT A432.0	Green Pond
SEDT A432.0 and NEDT A440.6	Salkahatchee
NEDT A440.6 and SEDT A446.6	Mascio
SEDT A446.6 and NEDT A455.6	Talco
NEDT A455.6 and SEDT A460.6	Ridgeland
SEDT A460.6 and NEDT A470.0	Okeetee
NEDT A470.0 and SEDT A477.8	Hardeeville
SEDT A477.8 and NEDT A480.8	Chatham
NEDT A480.8 and A489.4	Oleary

Note:

1. Rule 93 will be put in effect between A489.4 and A490.4.

62.4 EXCEPTED TRACKS

Florence Yard - car shop tracks 1, 2, 3, 4, 5, 6, 7, and 8.

63.0 SPEEDS

63.1 MAXIMUM AUTHORIZED SPEED

Table 60. Maximum Authorized Speed

Between Location/Mile Post	MPH
Florence, A292.7 and Central Jct A490.4	79

63.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 61. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Entire Subdivision-Intermodal Trains	---	70
Entire Subdivision Other than passenger or Intermodal Trains	---	60
Both Tracks		
A292.7 and A293.6	25	25
No. 1 Track		
A293.6 and A300.0	60	40
No. 1 Track		
A306.0 and A310.0	60	40
Single Track		
A315.7 and 317.2 (0700 TO 2000)	50	50
No. 1 Track		
A317.5 and A321.0	60	40

Table 61. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A327.6 and A331.8	60	40
Both Tracks		
A329.7 and A331.4 (0800 TO 1900)	50	50
No. 1 Track		
A338.0 and A345.1	60	40
Single Track		
A345.3 and A347.7	40	39
No. 2 Track		
A348.4 and A352.9	60	40
Single Track		
A361.7 and A361.8	45	25
No. 1 Track		
A361.9 and A366.8	60	40
A373.1 and A376.9	60	40
No. 2 Track		
A383.4 and A388.1	60	40
A388.1 and A388.4	20	20
A388.4 and A394.7	50	40
No. 1 Track		
A388.1 and A388.4	30	30
A388.4 and A393.7	50	50
Both Tracks A393.7 and A393.8	45	25
No. 2 Track		
A403.5 and A408.0	60	40
A415.4 and A418.7	60	40
No. 1 Track		
A428.0 and A432.0	60	40
No. 2 Track		
A440.6 and A446.6	60	40
No. 1 Track		
A455.6 and A460.6	60	40
No. 2 Track		
A470.0 and A477.8	60	40
Single Track		
A478.2 and A480.1	30	30

Note:

1. All tracks, other than main and signaled tracks, 10 MPH.
2. Do not exceed 10 mph on connection track to Augusta Subdivision A442.8/AMH442.8 to AMH443.0.

63.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

A300-A301-A302 A354-A355-A356 A374-A375-A376
A468-A469-A470 A401-A402-A403

64.0 EQUIPMENT RESTRICTIONS

Table 62. Equipment Restrictions

Location	Equipment	Restriction
Florence: Car Shop tks 1,2,3,4,5,6,7 and 8	6-axle engines	Must not operate
Williamsburg Beverage Distributors near Kingstree, A327.9	Cars over 60 feet in length	Must not operate
Ravenel, SC. Maybank Fertilizer	6-Axle Engines	Must not operate more than 1-6 axle

65.0 INSTRUCTIONS RELATING TO OPERATING RULES

65.14 ENGINE HORN INSTRUCTIONS

Road crossing warning signals through Florence must be sounded with minimum intensity consistent with safety and statutory requirements.

65.58 DEFECT DETECTORS

Table 63. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Scranton A314.4	AD	West Side
Salter A336.4	AD	West Side
McBeth A359.5	AD	West Side
Goose Creek A378.9	AD	West Side
Rantowles A400.2	AD	West Side
Jacksonboro A421.0	AD	West Side
Salkahatchee A440.4	AD	West Side
Okeetee A462.0	AD	West Side
Chatham A480.5	AD	West Side

Table 64. Dragging Equipment Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
A474.6	AD	Dragging equipment only
A484.9	AD	Dragging equipment only

65.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Tail Race Canal, A361.7 - Attended 0800 to 1600 daily. Outside of assigned hours of bridge tender, bridge is lined for rail movement. Trains stopped by block signals governing movements over drawbridge will contact dispatcher and when authority to proceed is received must, in addition, receive proceed signal (green flag by day and green light by night) or authority from bridge tender to proceed, or when bridge tender is not on duty member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed, after which train may proceed, stopping short of power switches to west track. Member of crew must handle power switches in accordance with governing rules.

Ashley River, A393.7 - Attended 0700 to 2300. Outside of assigned hours of bridge tender, bridge is lined for rail movement. When bridge tender is not on duty, member of crew must ascertain that drawspan and lift rails are in proper position before movement is allowed to proceed. Trains stopped by block signals will not proceed until proceed signal is received from bridge tender, given with green flag by day and a green light by night, or member of crew has ascertained that drawspan and lift rails are in proper position.

Savannah River, A479.3 - Unattended. Trains stopped by block signals will not proceed until member of crew has ascertained that drawspan and lift rails are in proper position.

(2) Railroad Crossings At Grade

Table 65. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Florence AK293.0	SCCR	Stop Signs	98-F
Meads, A386.3	NS	Remotely Controlled	234-B(2)
SY, A388.3	NS	Remotely Controlled	234-B(2)
A489.1 (Garden City Lead)	NS	Stop Signs	98-F

65.100 ROAD CROSSINGS AT GRADE

Yemassee, SC - River Road must not be blocked by standing equipment between hours of 0750 and 0805.

65.105 USE OF SPECIFIED TRACKS

1. **Industrial Lead** between AK293.0 and AK304.4 is classified as track other than main track and trains will be governed by Rule 105.
2. **Garden City Lead A489.1** is classified as track other than main track and trains will be governed by rule 105.
3. The track segment between SH411.6 and SH413.9 is designated as track other than main track and trains will be governed by operating rule 105 not exceeding 10 MPH.

65.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 66 Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Florence	0700-2300	66	Terminal
A316.1	Continuous	32	Wayside
A341.4	Continuous	32	Wayside
A365.0	Continuous	32	Wayside
A389.3	Continuous	32	Wayside
Bennett Yard	Continuous Ex 2300 Sat 0700 Sun.	32& 66	Terminal
A425.0	Continuous	32	Wayside
A443.0	Continuous	32	Wayside
A473.9	Continuous	32	Wayside
Savannah	Continuous	66	Base
Savannah	Continuous	32& 66	Terminal
Dispatcher (AD)	Continuous	84	Wayside

Note: AD Train Dispatcher's call-in number is 7.

AD Train Dispatcher's telephone No. is 1-800-628-4725.

attachment of their locomotives only it is determined that sufficient hand brakes are applied on head end of the track to secure the cars and hand brakes at the head end of the track will not be released until the engine is attached. Road crew member will communicate with the yardmaster to determine whether or not sufficient hand brakes are applied on the head end of the track in which the pick up is located.

- b) **Starke Industrial lead South of Azela Drive** - Do not handle cars in excess of 70 feet in length on this track segment.
3. All trains entering Bennett yard operating on channel 1 or AAR channel 32 will switch to the yard channel AAR channel 66 or channel 2 and talk to the yardmaster for instructions before entering these limits.
4. Account rusty rail conditions on southend of storage track at Greenpond, S.C. A429.9, when setting cars off they must be behind the derail clear of detector circuit.

NOTES:

66.0 MISCELLANEOUS INSTRUCTIONS

1. The following procedures will be observed during unit coal train unloading operations at Pinopolis Junction.
 - a) When loaded train arriving Pinopolis Junction clears main line and switch is lined for main track, the flagman or brakeman will set the retainer valves on the 3 rear cars in train in the 1st position (high pressure), while the brakes are applied.
 - b) Observe 5 MPH maximum speed on Loop Track.
 - c) Train will be broken into three approximately equal cuts not exceeding thirty-three loaded cars in any movement after unloading has commenced.
 - d) Low brake cylinder pressure must be used to spot cars in first and second cuts. First service application of automatic train brakes must not be exceeded, except under emergency conditions.
 - e) When handling third cut, independent or dynamic brakes will not be used but first service application of automatic train brakes will be used to make initial spot. Automatic train brakes will then be released and independent brake will be used to spot remaining cars in rear cut.
 - f) The retainer valves on the 3 rear cars must be restored to normal position when last car is spotted for unloading.
 - g) In the event that a car gets by while spotting train, a back up movement will not be attempted under any circumstances. Take car on around loop and set in for unloading after rest of train is unloaded.
2. **Charleston Terminal Instructions**
 - a) Trains setting off cars at Bennett Yard will set at least 4 hand brakes on end of cars uncoupled from engines. Road crews preparing to pick up cars at Bennett Yard will release hand brakes prior to the

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70.0 CHARLOTTE SUBDIVISION-C6

71.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SF306.2	TO HAMLET	Monroe	
SF313.1	MONROE YD	6.9 Stouts	
SF330.2	NS RY	17.1 Charlotte Yd	
SF334.4	EAST CHARLOTTE YD	4.2 Pinoca Yd	
SF337.3	TERRELL SD	2.9 Thrift	
SF341.8	TO TERRELL	4.5 Mt. Holly	
SF345.3	GASTONIA SD	3.3 Duke	8421
SF362.3		17.0 Lincolnton	
SF370.8		8.5 Cherryville	8570
SF387.6		16.8 Shelby	7040
SF398.2	NS RY	10.6 Ellenboro	
SF403.8		5.6 Bostic	
SF405.5	TO ERWIN	1.7 Bostic Yd	
TO SPARTANBURG BLUE RIDGE SD			
99.3 MILES MONROE TO BOSTIC YARD			

Charlotte to end of track

MP/ Ctr Pt	SOUTH	STATIONS	SDG CAP (Ft)
SFC4.2	PINOCA YD	Charlotte (Pinoca Yd)	
SFC11.2	CHARLOTTE SD	7.0 Mount Holly	
SFC11.5	END OF TRACK	0.3 End Of Track	
7.3 MILES CHARLOTTE TO END OF TRACK			

71.1 DIAGRAM CROSS-REFERENCE

Table 67. Diagram Cross-Reference

Subdivision	Division	Page
Monroe	Florence	63
Terrell	Florence	93
BR (Blue Ridge)	Appalachian	Appalachian TT

71.2 ADDITIONAL STATIONS

Table 68. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Monroe	SF306.2	67	Both
Stouts	SF313.1	63	Both
Lincolnton	SF362.3	46	Both
Ellenboro	SF398.2	61	Both

72.0 METHOD OF OPERATION

72.1 AUTHORITY FOR MOVEMENT

Table 69. Authority for Movement

Between Location/Mile Post	Rules
Monroe, SF306.2 and SF307.7	93
SF307.7 and SF329.8	120-132
SF329.8 and SF336.0	93
SF336.0 and SF404.9	120-132
Charlotte (Pinoca Yd)	93

Notes:

1. Cedar Street Lead: Between SFC0.1 and SFC4.2 will be governed by Rule 105.
2. Chemway Lead: Between SFC4.2 and SFC8.7 will be governed by Rule 105.
3. Mount Holly Siding: Between SFC8.7 and SFC11.0 will be governed by Rule 105.
4. Mount Holly Stub: Between SF341.6 and SF342.1 will be governed by Rule 105.

72.2 DTC BLOCK LIMITS

Table 70 (Page 1 of 2). Authority for Movement

Between Location/ Mile Post	Block Names
Between South YL Monroe And North YL Bostic	
SF307.7 and SF312.7	Monroe
SF312.7 and SF319.2	Stouts
SF319.2 and SF326.0	Matthews
SF326.0 and SF329.8	Charlotte
SF336.0 and SF339.3	Thrift

Table 70 (Page 2 of 2). Authority for Movement

Between Location/ Mile Post	Block Names
SF339.3 and SF344.4 east switch Duke siding on the Charlotte Subdivision, and between Charlotte Subdivision Connection. Track switch Mount Holly, SFE 0.0, and 50 feet east of the Mount Holly railroad crossing at grade, SFE 0.2, on the Terrell Subdivision.	Mount Holly
SF344.4 and SF356.9	Duke
SF356.9 and SF369.9	Iron
SF369.9 and SF377.6	Cherryville
SF377.6 and SF386.9	Shelby
SF386.9 and SF395.7	Lattimore
SF395.7 and SF403.6	Ellenboro
SF403.6 and SF404.9	Little

73.0 SPEEDS**73.1 MAXIMUM AUTHORIZED SPEED**

Table 71. Maximum Authorized Speed

Between Location/Mile Post	MPH
Monroe and Bostic Yard	40
Charlotte and SFC7.2	10
SFC7.2 and SFC10.1	25
SFC10.1 and SFC11.5	10

73.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 72. Speed Restrictions

Between Location/Mile Post	MPH
SF319.1 and SF320.4	30
SF321.5 and SF330.0	25
SF330.0 and SF330.1	10
SF330.1 and SF330.4	25
SF330.5 and SF330.6	15
SF330.6 and SF338.8	25
SF340.7 and SF341.6	10
SF341.6 and SF344.0	25
SF347.9 and SF349.4	25
SF361.6 and SF363.6	25
SF371.2 and SF374.3	30

Table 72. Speed Restrictions

Between Location/Mile Post	MPH
SFC0.1 and SFC8.8	10

Note:

1. All tracks, other than Main Tracks 10 MPH.

Excessive - Trains may move, as prescribed by Rule 46, through the crossover from southend of Bostic siding (Z245.0) to and across the pocket track connecting into Bostic Yard lead to and from the Charlotte Subdivision.

2. Mount Holly Siding: Between SF340.7 and SF341.6 10 MPH.

73.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

SF399.0 through SF403.0

74.0 EQUIPMENT RESTRICTIONS

Table 73. Equipment Restrictions

Location	Equipment	Restriction
Monroe to Bostic Yard	Wreckers 4-axle Wreckers 6-axle	25 MPH
Charlotte Terminal	6-Axles	Must not operate on the following tracks due to excessive curvature: Armin Plastic, Continental Industrial, Ga. Pacific #1 Ga. Pacific #2 Surburan, Taylor Salt, Weyerhaeuser, Owens III., Chemway Lead, Patrick Ind., United Refrigeration, West Park Lead, (This includes all of West Park

75.0 INSTRUCTIONS RELATING TO OPERATING RULES**75.36 SPRING SWITCHES**

Table 74. Spring Switches

Location	End Location	Normal Position
*Duke	North and South	For Main Track
*Cherryville	South	For Main Track
Shelby	North and South	For Main Track

*Spring switches are protected for facing-point movements by indicator signal, trains and engines will approach such signal prepared to be governed by its indication. Where such signal displays "STOP," or, in the absence of light, where there is no day indication, the switch must be examined and points must fit properly before movement is made.

75.58 DEFECT DETECTORS

Table 75. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Matthews SF317.4	AD	East Side
Stanley SF353.1	AD	West Side
Cherryville SF373.8	AD	West Side
Lattimore SF391.5	AD	West Side

75.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. RAILROAD CROSSINGS AT GRADE

Table 76. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Charlotte, SF330.0	NS	Stop Signs 98-C	
Charlotte, SF330.6	NS	Remotely Controlled 234-B(2)	
Mt. Holly, SF341.6	CSX	DTC Block 120-132	

75.100 ROAD CROSSINGS AT GRADE

Matthews - All streets must not be blocked while waiting to obtain Stouts Block.

75.104 SWITCHES

1. All trail-through switches at Bostic Yard must be positioned by hand for movement desired and must not be used as trail-through switches.
2. The siding switches on Bostic Siding Z243.6 to Z245.0 may be left as last used unless otherwise instructed.
All movements must approach these switches prepared to stop until it can be determined that the route is lined for desired movement.
3. The North inside switch on Mount Holly Siding SF339.4 and the South inside switch Mount Holly Siding SF341.6 are to be left lined and locked for movement to and from Mount Holly Siding.

75.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 77. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Monroe Yd Ofc.	0700-1500 Mon.-Sat.	66	Terminal
Pinoca Yd Ofc.	Continuous	66	Terminal
SF334.4	Continuous	32	Wayside
SF372.4	Continuous	32	Wayside
Bostic Yd Office	Continuous	32	Terminal
SF407.4	Continuous	32	Wayside
Dispatcher (AP)	Continuous	94	Wayside

Note: AP Train Dispatcher call-in number is 3.

AP Train Dispatcher telephone No. is 1-800-628-4704.

76.0 MISCELLANEOUS INSTRUCTIONS

1. Trains and engines enroute to and from the Charlotte Subdivision, west end of Monroe, if moving to or from main track or west end, will not exceed 10 MPH through the NO. 8 crossover between the extension to No. 1 track and the extension to No. 2 track, SF306.1.
2. All Florence Service Lane personnel will utilize channel 66 when using radio in Bostic Yard.
3. Contract unit trains not exceeding 90 cars, may be operated exceeding the tonnage rating for (4) SD-40 locomotives. If the consist includes one or more SD-50, SD-60 or dash 8 40-C locomotives, if head end power is sufficient to handle train.

CHARLOTTE TERMINAL INSTRUCTIONS

1. There are no car inspectors on duty at Charlotte, NC on Sundays. Therefore, whenever carmen are not available, train crews will make the required inspections of their train. They must advise the yardmaster of any cars cut out because of defects and the nature of such defects.

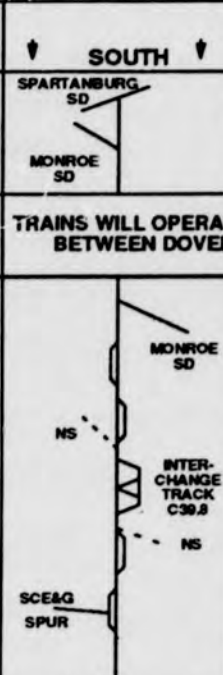
NOTES:

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80.0 CN&L SUBDIVISION-C7

81.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt		STATIONS	SDG CAP (Ft)
C74.1	SPARTANBURG SD	Laurens Conn. 8.6	
C65.5	MONROE SD	Clinton 2.0	
TRAINS WILL OPERATE VIA MONROE SD BETWEEN DOVER AND CLINTON			
C63.5		Dover 3.4	
C57.7		Joanna 11.2	7400
C46.5		Lakeside 5.5	6031
C41.0		Newberry 12.7	7928
C30.4		Slighs 21.5	5550
C8.9		Saluda Dam 8.1	3131
C0.8		Columbia	
73.3 MILES LAURENS CONNECTION TO COLUMBIA			

81.1 DIAGRAM CROSS-REFERENCE

Table 78. Diagram Cross-Reference

Subdivision	Division	Page
Monroe	Florence	63
Spartanburg	Florence	89

81.2 ADDITIONAL STATIONS

Table 79. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
S.C. Electric & Gas Spur (3.8 Miles)	C8.8	Yard	South
Irmo	C10.6	2	North
Ballentine	C15.0	10	North
Boys	C39.6	20	Both
Newberry	C43.1	Yard	Both
Guy's No.1	C45.3	4	South
Guy's No.2	C45.5	15	South
Jalapa	C50.4	26	Both
Kinards	C56.3	20	Both
Joanna	C59.6	56	Both

Table 79. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Brand	C71.5	20	North

Note: S.C. Electric & Gas Spur (3.8 miles) breaks off Saluda Dam side track.

82.0 METHOD OF OPERATION

82.1 AUTHORITY FOR MOVEMENT

Table 80. Authority for Movement

Between Location/Mile Post	Rules
C1.7	Note 1
C0.8 and C63.4 Dover	120-132
C63.4 Dover and C65.5 Clinton	265-273
C65.5 and C74.1 Laurens Connection	120-132

Note:

1. A fixed Approach Signal (Rule 295) is located at C-1.7 and governs approaches to CSX And NS Railway railroad at Elmwood Jct. Trains must contact Cayce Yardmaster before passing MP C5.0.

82.2 DTC BLOCK LIMITS

BETWEEN COLUMBIA AND LAURENS

Table 81. DTC Block Limits

Between Location/Mile Post	Block Names
C0.8 and C7.5	Columbia
C7.5 and C13.5	Saluda Dam
C13.5 and C29.8	Irmo
C29.8 and C32.8	Slighs
C32.8 and C40.3	Prosperity
C40.3 and C46.1	Newberry
C46.1 and C57.1	Lakeside
C57.1 and C63.4	Joanna
C65.5 and C74.1	Clinton

83.0 SPEEDS

83.1 MAXIMUM AUTHORIZED SPEED

Table 82. Maximum Authorized Speed

Between Location/Mile Post	MPH
Columbia and Laurens Connection	49

83.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 83. Speed Restrictions

Between Location/Mile Post	MPH
C0.8 and C2.0	40
C2.0 and C42.8	49
C42.8 and C44.1	40
C44.1 and C63.1	49
C63.1 and C63.3	30
C65.5 and C65.7	20
C65.7 and C74.1	40

Note: Do not exceed the following speeds:

10 MPH on Industrial track serving Allied Chemical Plant at Irmo, SC C7.5.

10 MPH on Saluda Dam Siding.

Do not exceed 10 MPH on all tracks other than main tracks except Rule 46 will govern on Newberry and Joanna sidings.

5 MPH over loading and unloading track switch McMeekin Power Plant Saluda Dam

10 MPH on siding Slighs between C30.0 and C30.7

10 MPH over entire power plant lead track Saluda Dam

OPERATION BETWEEN DOVER AND CLINTON ON MONROE SD

Trains will be governed by timetable special instructions of Monroe Subdivision when operating between Dover and Clinton. Trains will retain their identity, proceeding on signal indications.

83.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators odometers and RDU equipment must be checked at the first encountered mile post location listed below:

C3 and C4	C58 and C59
C4 and C5	C69 and C70
C57 and C58	C70 and C71

84.0 EQUIPMENT RESTRICTIONS

Unless otherwise authorized by the Superintendent Operations, equipment is restricted in the use of tracks, bridges, and trestles as follows:

Table 84. Equipment Restrictions

Location	Equipment	Restriction
Bridge C74.6 and C74.7	Cars weighing 220,001-240,000lbs	20 MPH
Bridge C74.6 and C74.7	Cars weighing 240,001-251,000lbs	15 MPH
Bridge C74.6 and C74.7	Cars weighing 251,001-270,000lbs	10 MPH

Table 84. Equipment Restrictions

Location	Equipment	Restriction
Bridge C74.6 and C74.7	6-axle engines	25 MPH
Bridge C74.6 and C74.7	4-axle wreckers	15 MPH
Bridge C74.6 and C74.7	6-axle wreckers	10 MPH
Slighs Siding C30.7	Cars weighing 270,000 lbs or more	Barred

85.0 INSTRUCTIONS RELATING TO OPERATING RULES

85.1 STANDARD CLOCKS

Table 85. Standard Clocks

Station	Location
Cayce	Yard Office

85.58 DEFECT DETECTORS

Table 86. Defect Detectors

Mile Post/Location	Type	Location of Indicators/ Personnel Reading Charts
Irmo, C11.8	AD	West Side
Slighs, C32.5	AD	West Side
Gary, C51.7	AD	West Side
Brand, C70.8	AD	West Side

85.100 HIGHWAY AND STREET CROSSINGS

Table 87. Road Crossings at Grade

Location	Street
Saluda Dam-McMeekin Spur St. Andrews & Bush River Rds.	Vehicular traffic must be stopped on both sides of track before engines or cars occupy these crossings when switching SCE&G
Clinton C64.4-C66.0	Crossings must not be blocked longer than 5 minutes by standing train.

85.277 SELF RESTORING SWITCHES

1. There is a self restoring, power operated switch located at C74.1 with normal position lined for straight away movement to the CN&L Subdivision. Operating Rule 277 governs at this switch.

2. There are self restoring, power operated switches located at:

South Newberry C41.7
North Newberry C43.5
North End Joanna C58.3

All with normal position lined for main track movement. Operating Rule 277 governs at these locations.

85.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

NOTES:

Table 88. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Cayce Yd	Continuous	32 & 66	Terminal
C11.9	Continuous	32	Wayside
C43.1	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher Call-In No. is 2.

CE Train Dispatcher telephone No. is 1-800-445-5518.

86.0 MISCELLANEOUS INSTRUCTIONS

1. Before train movement enters yard limits Columbia at C0.9 or at AKA371.0, authority must be obtained from yardmaster at Cayce Yard.
2. Engineers on unit coal trains (loaded and empty) arriving Columbia, SC. will leave message on control stand of lead locomotive indicating that train brakes are operating properly, if train is not delivered to out-bound crew.
3. Account heavy grade conditions, all trains setting cars off in Saluda Dam siding will arrange to set off on the south end of the siding near derailer.
4. Engines not permitted beyond first tank car unloading station at Allied Signal, Irmo, S.C., MP C10.

South Carolina Electric and Gas Spur A caboose is located twenty (20) rail lengths west of the St. Andrews road crossing clear of the circuit protecting the St. Andrews road crossing on the S. C. Electric and Gas Spur MP C8.8. The caboose is used by crews spotting the IRMO coal trains for unloading. The caboose is secured by hand brake and chocks. Chocks must be removed before coupling to prevent possible derailment. Before leaving the plant the caboose is to be returned to same location found and secured.

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90.0 COLUMBIA SUBDIVISION-C2

91.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↑ SOUTH ↓	STATIONS	SDG CAP (FT)
S359.4	CN&L SD	Columbia	
793	HAMLET SD	2.9	
S362.3	EASTOVER SD	Cayce	
796	CAYCE YD	4.0	
S366.3	CAROLINA EASTMAN	Dixiana	2624
798-799		8.7	
S375.0		Gaston	
		2.2	
S377.2		Nassau	6864
801-802		8.1	
S385.3		Woodford	2193
804-805		8.7	
S394.0		Livingston	
806-807		7.3	
S401.3		Norway	
808-811		9.0	
S410.3	DENMARK BRANCH	Denmark	
		1.9	
S412.2		Denmark Sdg.	6336
		14.4	
S426.6		Ulmer	2203
818-821	AUGUSTA SD	9.4	
S436.0		Fairfax	2245
		7.5	
S443.5	STORAGE & HOUSE TRACK	Gifford	7392
		6.6	
S450.1		Estill	3321
		9.1	
S459.2		Garnett	9963
		9.5	
S468.7		Clyo	2519
		7.3	
S476.0		Stillwell	2311
		4.8	
S480.8	IS - - - FORT HOWARD PAPER CO.	Sepco Jct	
		9.2	
S490.0		Meinhard	2223
		7.3	
S497.3	TO CHARLESTON	Central Jct	
		0.7	
S498.0		Savannah	
A490.9	SAVANNAH SD		
138.6 MILES COLUMBIA TO SAVANNAH			

91.1 DIAGRAM CROSS-REFERENCE

Table 89. Diagram Cross-Reference

Subdivision	Division	Page
Hamlet	Florence	47
Eastover	Florence	43
CN&L	Florence	31
Augusta	Florence	9
Savannah	Jacksonville	Jacksonville TT

91.2 ADDITIONAL STATIONS

Table 90. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Carolina Eastman (2.9 miles)	S366.4	Spur	North
Silica	S367.1	90	Both
Fosters	S367.4	Spur	North
Livingston	S394.0	6	North
Olar	S420.3	6	South
Sycamore	S430.5	27	North
Goldkist	S466.4	Spur	South
Sepco Jct. (5.5 miles)	S480.8	Spur	Both

92.0 METHOD OF OPERATION

92.1 AUTHORITY FOR MOVEMENT

Table 91. Authority for Movement

Between Location/Mile Post	Rules
S497.3 and S497.1	265-272(93)
S497.1 and S368.0	265-272
S368.0 and S359.4	265-272(93)

Note: Rules 265-272 are in effect on Garnett, Denmark, Nassau and Gifford sidings.

92.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 92 (Page 1 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
S363.5 Cayce and S374.6 Gaston	Gaston
S374.6 Gaston and S409.5 Denmark	Denmark
S409.5 Denmark and S436.0 Fairfax	Fairfax
S436.0 Fairfax and S449.7 Estill	Estill
S449.7 Estill and S460.0 Garnett	Garnett
S460.0 Garnett and S475.7 Stillwell	Stillwell
S475.7 Stillwell and S482.1 Rincon	Rincon

Table 92 (Page 2 of 2). Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
S482.1 Rincon and S497.3 Central Jct.	Central Jct.

Note: Yard Limits will be established between S359.4 and S363.5.

93.0 SPEEDS

93.1 MAXIMUM AUTHORIZED SPEED

Table 93. Maximum Authorized Speed

Between Location/Mile Post	MPH
S359.4 and S497.3	79

93.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 94. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Intermodal S359.4 and S497.3	---	60
Other than Passenger and Intermodal Trains	---	60
S359.4 and S360.7	40	40
S360.7 and S361.8	30	30
S361.8 and S362.2	35	35
S362.2 and S363.7	45	45
S363.7 and S364.3	60	60
S364.3 and S367.0	75	---
S367.0 and S368.9	60	---
S368.9 and S370.8	45	45
S370.8 and S372.7	50	45
S378.9 and S379.8	60	40
S379.8 and S383.0	50	40
S379.9 and S380.9 (0700 to 1900)	35	35
S383.0 and S392.5	60	40
S392.5 and S394.8	55	40
S394.8 and S395.1	50	40
S395.1 and S396.5	60	40
S396.5 and S396.7	50	40
S396.7 and S397.9	60	40
S397.9 and S398.4	75	---
S400.2 and S401.8 (0700 to 1700)	45	45
S409.9 and S410.4	45	45
S416.7 and S417.1	75	---
S420.1 and S420.6 (0700 to 1900)	45	45
S435.9 and S436.0	35	35
S449.1 and S451.1 (0601 to 2400)	35	35

Table 94. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
S449.1 and S451.1 (0001 to 0601)	45	45
S465.2 and S466.2 (Note 1)	25	25
S496.9 and S497.3	25	25
Sepco Loop Track	10	10
Signaled Siding At Garnett	25	25
Signaled Siding At Gifford S442.8 and S444.2	25	25
Signaled Siding at Denmark S411.6 and S412.8	25	25
Signaled Siding at Nassau S376.5 and S377.8	25	25

Note:

1. Trains handling open loads of pulpwood 15 MPH through truss spans.
2. All tracks, other than main or signaled tracks 10 MPH.

95.0 INSTRUCTIONS RELATING TO OPERATING RULES

95.58 DEFECT DETECTORS

Table 95. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Gaston S371.6	AD	West Side
Neeses S395.4	AD	West Side
Denmark S414.1	AD	West Side
Sycamore S433.4	AD	West Side
Scotia S454.1	AD	West Side
Stillwell S478.9	AD	West Side

95.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Savannah River, S466.0- Unattended

(2) Railroad Crossing At Grade

Table 96. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Fairfax S436.0	CSX	Remotely Controlled	234-B(2)

95.100 ROAD CROSSINGS AT GRADE

Norway - Movements over crossing at S401.34 will be preceded by flagman.

Meinhard - Trains using siding must stop and flag Meinhard road crossing, S490.1.

Denmark - Due to rusty rail condiditons on Denmark Connection track, all bell, gate and light crossings will be flagged, AK395.7, AK395.9 and AK396.1.

95.105 USE OF SPECIFIED TRACKS

1. **Carolina Eastman Spur, S366.4** is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH.
2. **The Sepco Lead** is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH on the Sepco Loop.

95.200 SWITCHES

When Sperry Rail Test Car is testing between Elmwood Jct. and Savannah, switch padlock on electric locked switch listed below must be removed before car is permitted to test within 50 feet of insulated joint and padlock must not be replaced until car is at least 50 feet beyond switch:

Dixiana, S366.3, switch to Carolina Eastman Spur

The following power switches are no longer set up to be controlled by the train dispatcher. In order to enter or exit these sidings, switch must be put in hand throw position and all movements must be clear of detector circuit and switch restored to normal position by hand before putting in "Motor Position". Moves to and from these sidings cannot be made on signal indication.

North end Livingston

95.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 97. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Cayce	Continuous	32 & 66	Terminal
Denmark	Continuous	66	Wayside
S436.2	Continuous	66	Wayside
Estill	Continuous	66	Wayside
S479.0	Continuous	66	Wayside
Savannah	Continuous	32	Base
Dispatcher (BB)	Continuous	94	Wayside

Note: BB Train Dispatcher call-in number is 3.

BB Train, Dispatcher telephone No. is 1-800-445-5521.

96.0 MISCELLANEOUS INSTRUCTIONS

1. CAYCE TERMINAL INSTRUCTIONS

- a) **Unit Coal Trains Arriving Columbia, S.C.** - Engineers on all coal trains, both loaded and empty, will leave message on control stand of lead locomotive indicating that train brakes are operating properly, if the train is not delivered to the out-bound crew.
 - b) **Use Of Chocks In Engine Track** - Do not use wooden chocks in the new engine track at Cayce Yard. Chains are provided to chock engines. Wooden chocks will damage the pollution control facility.
 - c) Unless otherwise instructed by the Yardmaster, crews yarding trains must apply at least three (3) hand brakes on each track.
2. **DTC Blocks** - Two DTC blocks are in effect on the main track of the Augusta Subdivision, as follows:
 - a) **Brunson Block** - extends between Brunson, AMH470.0 and clearance point power operated switch Fairfax, AMH471.9.
 - b) **Fairfax Block** - extends between clearance point power operated switch Fairfax, AMH471.9 and AMH476.8. These DTC blocks are controlled by the train dispatcher. Trains will move from the Columbia Subdivision to the Augusta Subdivision only after obtaining authority from the train dispatcher to enter the limits of these DTC blocks.
 3. **Handling Unit Coal Trains - SEPCO** Engineers handling unit coal trains while unloading at Sepco Power Plant, Rincon, Ga, will have mutual understanding with their crew as to the moves to be made. Only one member of the crew will control the movement by hand or radio signals. No other signals given will be acted upon except a stop signal. Ground crew member controlling movement will act upon verbal instructions only from designated Sepco employee.
 4. OTE equipment operating between MP S360.7, Columbia Subdivision and the south end of Weddell, MP S349.4, Hamlet Subdivision and/or to the beginning limits of the CN&L Subdivision, MP C0.8, must receive permission from the CSXT "BB" Train Dispatcher in Jacksonville before occupying this track.
 5. Columbia Subdivision trains enroute Hamlet Subdivision will operate between MP S359.3 and S359.4 at Elmwood Jct. using N.S. Railway controlled signals.
 6. **Columbia** -Trains originating Columbia enroute Blue Ridge Division will operate via Monroe Subdivision between Dover and Clinton.


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100.0 CRESTON SUBDIVISION-C4

101.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
AKE361.6	ORANGEBURG SD	Creston	
AKE390.7		29.1 Holly Hill	
AKE396.6		5.9 Giant	
AKE402.0		5.4 Pregnall	
40.4 MILES CRESTON TO PREGNALL			

101.1 DIAGRAM CROSS-REFERENCE

Table 98. Diagram Cross-Reference

Subdivision	Division	Page
Orangeburg	Florence	73

101.2 ADDITIONAL STATIONS

Table 99. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Elloree (Food Lion)	AKE368.4	40	South
Santee	AKE374.9	20	South
Eutawville	AKE384.5	21	North
Magnolia	AKE398.0	Yard	Both

102.0 METHOD OF OPERATION

102.1 AUTHORITY FOR MOVEMENT

Table 100. Authority for Movement

Between Location/Mile Post	Rules
Creston, AKE361.6 and AKE362.5	93 See Note 1 & 2
AKE362.5 and AKE390.0	120-132
AKE390.0 and Pregnall, AK402.0	93 See Note 1 & 2

Notes:

- Permissions must be obtained from the "CE" Train Dispatcher before entering main track.
- On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

102.2 DTC BLOCK LIMITS

Table 101. DTC Block Limits

Between Location/Mile Post	Block Names
Between Creston And Cementon	
AKE362.5 and AKE380.0	Elloree
AKE380.0 and AKE390.0	Holly Hill

103.0 SPEEDS

103.1 MAXIMUM AUTHORIZED SPEED

Table 102. Maximum Authorized Speed

Between Location/Mile Post	MPH
Creston, AKE361.6 and AKE402.0	25

Note: All tracks, other than main tracks, 10 MPH.

103.2 SPEED RESTRICTIONS

Table 103. Speed Restrictions

Between Location/Mile Post	MPH
AKE394.5 and AKE396.0	10
AKE397.7 and AKE397.9	10

104.0 EQUIPMENT RESTRICTIONS

- Engines and heavy loaded hopper cars will not clear unloading conveyor at Carolina Fertilizer & Chemical, Santee, SC, unless conveyor is removed before spotting cars.
- The legs of the former NS Wye Track at Magnolia, SC AKE398.0 are restricted to one (1) six-axle locomotive. There are no restrictions to multiple consists of four-axle locomotives at this location.

105.0 INSTUCTIONS RELATING TO OPERATING RULES

105.100 ROAD CROSSINGS AT GRADE

Account rusty rail conditions trains approaching the following highway crssings at grade protected with flashing light signals must approach the crossings prepared to stop and must not enter the crossing until signals have been activated for at least 20 seconds or flag protection has been provided:

Table 104 (Page 1 of 2). Rusty Rail Conditions

Highway/Street	City	Mile Post
S-267	Elloree, SC	AKE370.39
US 301	Santee, SC	AKE374.88
S-310	Vance, SC	AKE379.48
S-45	Eutawville, SC	AKE384.32
Peake St.	Holly Hill, SC	AKE390.68
Hwy 176	Holly Hill, SC	AKE390.77

Table 104 (Page 2 of 2). Rusty Rail Conditions

Highway/Street	City	Mile Post
S-230	Holly Hill, SC	AKE390.86
S-453	Holly Hill, SC	AKE391.9
S-68	Holly Hill, SC	AKE391.92

105.104 SWITCHES

The Creston Subdivision main track switch at Creston, AK361.4, will be left lined and locked for the Orangeburg Subdivision.

105.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 105. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
AKE368.2	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

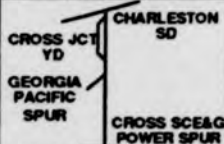
Note: CE train Dispatcher's call-in number is 1.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

NOTES:**NOTES:**

110.0 CROSS SUBDIVISION-ZB

111.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt		STATIONS	SDG CAP (Ft)
ALR349.1		Cross Jct. 2.6	
ALR351.7		Russellville 12.0	
ALR363.7		Cross	
14.6 MILES CROSS JCT. TO CROSS			

111.1 DIAGRAM CROSS-REFERENCE

Table 106. Diagram Cross-Reference

Subdivision	Division	Page
Charleston	Florence	21

112.0 METHOD OF OPERATION

112.1 AUTHORITY FOR MOVEMENT

Table 107. Authority for Movement

Between Location/Mile Post	Rules
Cross Junction, ALR349.1 and ALR349.8	93 See Note 1 & 2
ALR349.8 and ALR362.2	120-132
ALR362.2 and Cross, ALR363.7	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "AD" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

112.2 DTC BLOCK LIMITS

Table 108. DTC Block Limits

Between Location/Mile Post	Block Names
Between Cross Junction And Cross	
ALR349.8 and ALR351.7	Russellville
ALR351.7 and ALR362.2	Cross

113.0 SPEEDS

113.1 MAXIMUM AUTHORIZED SPEED

Table 109. Maximum Authorized Speed

Between Location/Mile Post	MPH
Cross Junction and Cross	40

113.2 SPEED RESTRICTIONS

Table 110. Speed Restrictions

Between Location/Mile Post	MPH
Cross Junction, ALR349.1 and ALR349.8	15
ALR354.5 and ALR355.5	20
ALR362.2 and ALR363.7	10

Note: Speed limit at the Cross Generating Station is 5 MPH between the North and South switch on the runaround track and 5 MPH on the entire length of the dumper track. All other tracks are 8 MPH.

114.0 EQUIPMENT RESTRICTIONS

Table 111. Equipment Restrictions

Location	Equipment	Restriction
Cross	Engines Cabooses	Must not move through Rotary Dumper

115.0 INSTRUCTIONS RELATING TO OPERATING RULES

115.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 112. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
A341.4	Continuous	32	Wayside
Dispatcher (AD)	Continuous	84	Wayside

Note: AD Train Dispatcher's call-in number is 7.

AD Train Dispatcher's telephone No. is 1-800-628-4725.

116.0 MISCELLANEOUS INSTRUCTIONS


1. Cross Coal Trains - Cross coal trains will be operated to destination and return with telemetry devices on engine and rear of train. Crews on the Cross coal trains are also to be furnished initial and number of rear car in train and same information furnished train dispatcher.

NOTES:

NOTES:

120.0 EASTOVER SUBDIVISION-EA

121.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt		STATIONS	SDG CAP (Ft)
AKA332.9		Sumter	
AKA344.4		11.5 Foxville	
AKA349.6		5.2 Eastover Jct.	
AKA372.0		22.4 Andrews	3756
AKA374.3		2.3 Columbia	
40.8 MILES SUMTER TO COLUMBIA			

121.1 DIAGRAM CROSS-REFERENCE

Table 113. Diagram Cross-Reference

Subdivision	Division	Page
Orangeburg	Florence	73
Columbia	Florence	35

121.2 ADDITIONAL STATIONS

Table 114. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Cane Savannah	AKA338.3	31	Both
Malta	AKA346.3	22	South
North Wateree Spur (2.6 Miles)	AKB349.6	Spur	Wye
Marshalling	AKA349.7	Yard	Both
Eastover	AKA352.7	10	South
Congaree	AKA359.2	4	South
Ft. Jackson Spur	AKA368.9	Spur	South

122.0 METHOD OF OPERATION

122.1 AUTHORITY FOR MOVEMENT

Table 115. Authority for Movement

Between Location/Mile Post	Rules
Sumter, AKA332.9 and AKA333.0	93 See Note 1 & 2
AKA333.0 and AKA370.4	120-132
AKA370.4 and AKA374.0	93 See Note 1 & 2
AKA374.0 and AKA374.3	265-272
AKA374.0 and S361.3	265-272

Table 115. Authority for Movement

Between Location/Mile Post	Rules
North Wateree Spur AKB349.6 and Loop Track Switch North Wateree	120-132

Notes:

- Permission must be obtained from the "CE" Train Dispatcher before entering main track.
- On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

122.2 DTC BLOCK LIMITS

Between Sumter And Columbia

Table 116. DTC Block Limits

Between Location/Mile Post	Block Names
AKA333.0 and AKA341.5	Cane/ Savannah
AKA341.5 and AKA349.6	Wedgefield
AKA349.6 and AKA350.9	Acton
AKA350.9 and AKA360.8	Eastover
AKA360.8 and AKA370.4	Sims

Between Eastover Jct. And North Wateree

AKB349.6 and Loop Track switch North Wateree	Wateree
--	---------

Note: NS Railway employees will obtain authority to occupy the Acton and Wedgefield DTC Blocks by use of telephones located at Eastover Junction near the main track switch at the south leg of the wye and at North Wateree near the junction switch with the NS Railway. Norfolk Southern Railway employees obtaining authority to occupy CSX trackage at Eastover Junction will be required to obtain Release Form at Columbia.

122.4 EXCEPTED TRACKS

AKA373.2 New industrial tracks and lead, do not exceed 10 MPH.

123.0 SPEEDS

123.1 MAXIMUM AUTHORIZED SPEED

Table 117. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sumter, AKA332.9 and Columbia, AKA374.3	40
North Wateree Spur	20

123.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 118. Speed Restrictions

Between Location/Mile Post	MPH
AKA373.5 and AKA374.3	20
AKB349.6 and AKB352.2 (North Wateree Spur)	10

Note: All tracks other than main and North Wateree, 10 MPH.

123.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

AKA362.0 and AKA363.0

AKA367.0 and AKA368.0

AKA363.0 and AKA364.0

125.0 INSTRUCTIONS RELATING TO OPERATING RULES

125.58 DEFECT DETECTORS

Table 119. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Cane Savannah AKA334.5	AD	South Side
Eastover AKA353.7	AD	South Side

125.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE.

(1) Railroad Crossings At Grade

Table 120. Railroad Crossings at Grade

Location	Rail- road	Pro- tection	Rule
Andrews, AKA372.4	NS	Non- elec- trically locked gates (Note)	98-C
Columbia, AKA374.1	NS	Remotely Con- trolled	234-B(2)

Note: Gates may be left set against either intersecting line.

125.104 SWITCHES

Sumter, Eastover Subdivision Jct. Switch - Eastover Subdivision And Lane Subdivision junction switches may be left lined as last used. Trains must approach these switches prepared to stop until it can be plainly seen that switch is lined to allow movement to proceed on desired route.

125.105 USE OF SPECIFIED TRACKS

North Wateree - Movements on loop track and other tracks of South Carolina Electric and Gas Co. are governed by Rule 105.

125.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 121. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Sumter	0700-2200	32	Terminal
AKA353.6	Continuous	32	Wayside
Cayce	Continuous	32	Wayside
Cayce	Continuous	32&66	Terminal
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher's call-in number is 1.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

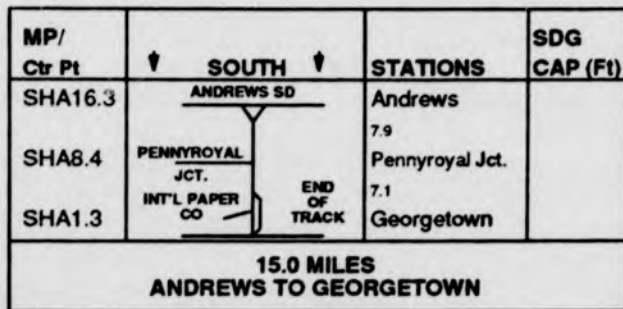
126.0 MISCELLANEOUS INSTRUCTIONS

1. Train crews will inspect both sides to detect cars with bulged sides. At North Wateree when spotting cars for unloading, do not hold to more cars than will clear loop track switch and rotary dumper. Backup movements over dumper must not be made unless absolutely necessary. Before spotting head car in each cut on rotary dumper, it must be ascertained that side of car will clear dumper.
2. Southward trains from Eastover Subdivision enroute Columbia will contact Yardmaster at Cayce Yard before passing Sims to determine if there are conflicting movements at Andrews.

NOTES:

130.0 GEORGETOWN SUBDIVISION-GW

131.0 STATIONS LISTING AND DIAGRAM



131.1 DIAGRAM CROSS-REFERENCE

Table 122. Diagram Cross-Reference

Subdivision	Division	Page
Andrews	Florence	5

131.2 ADDITIONAL STATIONS

Table 123. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Pennyroyal Jct.	SHA8.4	Spur	North
Pennyroyal	SHB16.0	Yard	North

132.0 METHOD OF OPERATION

132.1 AUTHORITY FOR MOVEMENT

Table 124. Authority for Movement

Between Location/Mile Post	Rules
Andrews, SHA16.3 and SHA14.0	93 See Note 1 & 2
SHA14.0 and SHA2.3	120-132
SHA2.3 and Georgetown	93 See Note 1 & 2
Between Pennyroyal Junction And Pennyroyal	
SHB0.0 and SHB8.0	120-132
SHB8.0 and Pennyroyal	93 See Note 1 & 2

Notes:

- Permission must be obtained from the "BE" Train Dispatcher before entering main track.
- On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

132.2 DTC BLOCK LIMITS

Table 125. DTC Block Limits

Between Location/Mile Post	Block Names
Between Andrews and Georgetown	
SHA14.0 and SHA8.4	Andrews
SHA8.4 and SHA2.3	Georgetown
Between Pennyroyal Junction And Pennyroyal	
SHB0.0 and SHB8.0	Pennyroyal

132.4 EXCEPTED TRACK

That portion of the Dock Track beyond the east warehouse at Georgetown, SC..

133.0 SPEEDS

133.1 MAXIMUM AUTHORIZED SPEED

Table 126. Maximum Authorized Speed

Between Location/Mile Post	MPH
Andrews, SHA16.3 and Georgetown, SHA1.3	40
Pennyroyal Junction and Pennyroyal	30

133.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 127. Speed Restrictions

Between Location/Mile Post	MPH
SHA16.0 and SHA16.3	25

134.0 EQUIPMENT RESTRICTIONS

Table 128. Equipment Restrictions

Location	Equipment	Restriction
Andrews to Georgetown	Wreckers	20 MPH

135.0 INSTRUCTIONS RELATING TO OPERATING RULES

135.100 ROAD CROSSINGS AT GRADE

Georgetown - Frazier and Front Sts., SHA0.1, must be preceded by a flagman.

135.104 SWITCHES

Switch to Pennyroyal Spur, SHA8.4, may be left as last used.

135.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

NOTES:

Table 129. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SH365.5	Continuous	66	Wayside
Georgetown	Continuous	66	Wayside
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher's call-in number is 8.

BE Train Dispatcher's telephone No. is 1-800-445-5503.

136.0 MISCELLANEOUS INSTRUCTIONS

International Paper Co., Georgetown, SC has installed Blue Flag Derails on its track serving its east and west warehouses as follows:

1. **East Warehouse** - Derail placed 225 feet from entry doors.
2. **West Warehouse** - Derail placed 300 feet from entry doors. These derails will be operated only by the industry employees and when in place on the track will cause the operation of a blue flashing light mounted on the entry door for that track.

NOTES:

140.0 HAMLET SUBDIVISION-HA

141.0 STATIONS LISTING AND DIAGRAM

141.2 ADDITIONAL STATIONS

MP/ Ctr Pt	↑ SOUTH ↓	STATIONS	SDG CAP (Ft)
S254.1	HAMLET TERM SD	South Hamlet	
753		6.8	
S260.8		Osborne	
754-755		8.5	
S269.3		Wallace	3690
756-757		2.5	
S271.8		Cheraw	3406
758-761		8.0	
S279.8		Gillespie	
763-764		5.1	
S284.9		Patrick	
765-766		7.1	
S292.0		Middendorf	
767-768		7.3	
S299.3	TO ROBINSON SPUR	McBee	4276
771-772		7.7	
S307.0		Bethune	
773-774		5.6	
S312.6		Cassatt	
775-776		6.9	
S319.5		Shepard	2600
777-778		7.0	
S326.5		Camden	2873
781-782		3.8	
S330.3		Lugoff	2945
783-784		8.7	
S339.0		Elgin	2240
785-786		10.1	
S349.4		Weddell	3070
787-788		10.2	
S359.3	COLUMBIA SD	Elmwood Jct.	
105.2 MILES SOUTH HAMLET TO ELMWOOD JCT.			

Table 131. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Robinson Spur (6.7 miles)	S299.0	Spur	Both
Darico	SJ305.6	85	South
Robinson	SJ306.0	Yard	Both
Bethune	S307.0	6	North
Cassatt	S312.6	6	North
Shepherd	S316.5	Yard	South
Whitehead	S335.3	102	North
Pontiac	S343.9	54	Both

142.0 METHOD OF OPERATION

142.1 AUTHORITY FOR MOVEMENT

Table 132. Authority for Movement

Between Location/Mile Post	Rules
South Hamlet, S254.1 and Elmwood Jct., S359.3	265-272

142.3 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 133. Suspension of Signal System-(and Movements
against Current of Traffic)

Between Location/Mile Post	Block Names
S254.1 South Hamlet and S268.9 Wallace	South Hamlet
S268.9 Wallace and S271.4 Cheraw	Wallace
S271.4 Cheraw and S298.8 McBee	Cheraw
S298.8 McBee and S306.6 Bethune	McBee
S306.6 Bethune and S319.2 Shepard	Bethune
S319.2 Shepard and S326.2 Camden	Shepard
S326.2 Camden and S330.1 Lugoff	Lugoff
S330.1 Lugoff and S348.7 Weddell	Pontiac
S348.7 Weddell and S359.3 Elmwood Jct.	Weddell

143.0 SPEEDS

143.1 MAXIMUM AUTHORIZED SPEED

Table 134. Maximum Authorized Speed

Between Location/Mile Post	MPH
South Hamlet, S254.1 and Elmwood Jct., S359.3	60
McBee and Robinson	25

141.1 DIAGRAM CROSS-REFERENCE

Table 130. Diagram Cross-Reference

Subdivision	Division	Page
Hamlet Terminal	Florence	51
Columbia	Florence	35

143.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 135. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
Other Than Passenger trains S254.2 and S362.5	--	60
S257.3 and S257.7	50	50
S262.6 and S262.9	50	50
S263.1 and S263.5	50	50
S264.5 and S264.8	50	50
S264.8 and S265.7	55	55
S270.1 and S270.4	--	Note 1
S270.8 and S272.3	40	40
S277.3 and S277.6	50	50
S278.0 and S279.2	55	55
S281.3 and S281.5	50	50
S288.2 and S289.8	50	50
S326.2 and S326.8	50	50
S332.5 and S333.3	50	50
S352.3 and S353.0	55	55
S353.0 and S353.3	50	50
S358.1 and S359.3	40	40

Note:

1. Trains handling open loads pulpwood, 15 MPH through truss spans.
2. All tracks, other than main and signaled tracks, 10 MPH.

143.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

S255.0 and S256.0

S355.0 and S356.0

144.0 EQUIPMENT RESTRICTIONS

Table 136. Equipment Restrictions

Location	Equipment	Restriction
Wallace, SC, S269.3 Delta Lead Track Delta Runaround Tk. Delta Finishing Mill Tracks Palmetto Brick Track	6-Axle Engines	Must not operate
Lugoff, SC, S329.0 Orlon Plant All leads into E.I. Dupont Corp.	6-Axle Engines	Must not operate

145.0 INSTRUCTIONS RELATING TO OPERATING RULES

145.58 DEFECT DETECTORS

Table 137. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Cheraw S274.6	AD	West Side
Middendorf S297.2	AD	West Side
Cassatt S314.5	AD	West Side
Lugoff S334.2	AD	West Side
Dents S352.1	AD	West Side

145.104 SWITCHES AND DERAILS

1. When Sperry Rail Test Car is testing between Elmwood Jct. and Hamlet, switch padlock on electric locked switches listed below must be removed before car is permitted to test within 50 feet of insulated joint and padlock must not be replaced until car is at least 50 feet beyond switch:
 - a) Lugoff, S328.8, north storage track switch DuPont Co.
 - b) Pontiac, S345.3, Hewlett-Robbins Co.
2. The following power switches are no longer set up to be controlled by the train dispatcher. In order to enter or exit these sidings, switch must be put in hand throw position. Anytime switch is used in either trailing or facing point movement into or out of the siding, it must be kept in hand throw position and all movements must be clear of detector circuit and switch restored to normal position by hand before putting in "Motor Position". Moves to and from these sidings cannot be made on signal indication.

Locations-

- a) South End Gillespie*
- b) North End Middendorf*
- c) North End Cassatt*
- d) North End Shepard*
- e) South End Shepard*
- f) North End Camden*
- g) South End Camden*
- h) North End Elgin*
- i) South End Elgin*

Note: Asterisk (*) indicated these sidings are equipped with derails.

145.105 USE OF SPECIFIED TRACKS

Robinson Spur is classified as track other than main track and trains will be governed by Rule 105.

145.704 ON-TRACK EQUIPMENT AND INSTRUCTIONS

OTE equipment operating between MPS360.7 Columbia Subdivision and the Southend of Weddell, MPS349.4, Hamlet Subdivision and/or to the beginning limits of the CNL Subdivision, MP C0.8, must receive permission from both the CSXT "BB" Dispatcher in Jacksonville and the NS Dispatcher in Greenville, SC., before occupying this track.

145.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 138. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
S271.8	Continuous	66	Wayside
S299.8	Continuous	66	Wayside
S330.3	Continuous	66	Wayside
Lugoff	0700-1600 Ex Sat.-Sun.	66	Agency
Cayce Yard	Continuous	66	Terminal
Dispatcher (BB)	Continuous	94	Wayside

Note: BB Train Dispatcher's call-in number is 3.

BB Train Dispatcher's telephone No. is 1-800-445-5521.

146.0 MISCELLANEOUS INSTRUCTIONS

1. Close Clearance in "B" track, ITT at Bethune, SC. Cars or engines in excess of 15 feet high must not be operated on this track.
2. Hamlet Subdivision trains enroute Columbia Subdivision will operate between MP S359.3 and MP S359.4 at Elmwood Jct. using N.S. Railway controlled signals.

NOTES:**NOTES:**

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150.0 HAMLET TERMINAL SUBDIVISION - HT

151.0 STATIONS LISTING AND DISGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SH250.5	No. 2 MAIN	Diesel Shop	
983	No. 3 MAIN	2.2	
SH252.7	W. DEPT.	Warmac Jct.	
984	E. DEPT.	0.6	
SH253.3		Hamlet Ave.	
985		0.3	
SH253.6	EW CONN	Bridges St. Intl.	
988		0.4	
SH254.0		East Jct.	
986	WILMINGTON SD	1.0	
SH255.0		S.E. East Jct.	4718
987	ANDREWS SD		
4.5 MILES DIESEL SHOP INT. TO SE EAST JCT. SIDING			

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SF250.5	No. 1 MAIN	Diesel Shop Int.	
983	No. 2 MAIN	2.8	
SF253.3		Monroe Jct.	
991	EW CONN	0.4	
SF253.7		Raleigh St. Intl.	
992		1.9	
SF255.6		West Hamlet	
994		9.3	
SF264.9		N.E. Pee Dee	10,274
995	MONROE SD		
14.4 MILES DIESEL SHOP INT. TO N.E. PEE DEE			

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
S241.6	ABERDEEN SD	Marston	
981		5.5	
S247.1		N. Hamlet Yd	
982		3.0	
S250.1		Tex Intl.	
		0.4	
S250.5		Diesel Shop Int.	
983	NO. 1 NO. 2 NO. 3	2.2	
S252.7	HAM AVE	Warmac Jct.	
984		0.5	
S253.2		Monroe Jct.	
991		0.2	
S253.4		E.W. Conn. Trk	
		0.7	
S254.1		S. Hamlet	
993	HAMLET SD		
12.5 MILES MARSTON TO S. HAMLET			

151.1 DIAGRAM CROSS-REFERENCE

Table 139. Diagram Cross-Reference

Subdivision	Division	Page
Aberdeen	Florence	1
Wilmington	Florence	95
Hamlet	Florence	47
Monroe	Florence	63
Andrews	Florence	5

151.2 ADDITIONAL STATIONS

Table 140. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Unimin Sand	S246.0	20	North
Rockingham South Storage	SF259.5	30	North
Rockingham North Storage	SF259.5 SF259.0	35	Both
Rockingham Spur	SF260.1	Spur	South
Vulcan Material	SF262.0	60	North

152.0 METHOD OF OPERATION

152.1 AUTHORITY FOR MOVEMENT

Table 141. Authority for Movement

Between Location/Mile Post	Rules
Marston, S241.6 and S. Hamlet, S254.1	265-272
Diesel Shop, SH250.5 and S. E. East Jct., SH255.0	265-272
Diesel Shop, SF250.5 and N. E. Pee Dee, SF264.9	265-272

152.2 SUSPENSION OF SIGNAL SYSTEM-(AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 142. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
Marston, S241.6 and N. Hamlet, S247.1	Marston
West Hamlet, SF255.6 and North End, Pee Dee Siding, SF264.7	Rockingham

Note: Rules 93 will be put in effect between:

1. SH254.4 and SH255.0
2. Marston, S241.6 and South Hamlet, S254.1
3. Diesel Shop, SF250.5 and West Hamlet, SF255.6
4. Diesel Shop, SH250.5 and South End East Junction Siding, SH255.0

153.0 SPEEDS

153.1 MAXIMUM AUTHORIZED SPEED

Table 143. Maximum Authorized Speed

Between Location/Mile Post	MPH
S241.7 and S254.1	79
SF250.5 and SF264.9	60
SH250.5 and SH255.0	50

153.2 SPEED RESTRICTIONS

Table 144. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
Single track		
S241.8 and S242.3	75	---
S244.3 and S244.8	75	---
No. 1 Track		
SF250.5 and SF255.6	25	25
No. 2 Track		
S251.3 and S252.6	45	40
S252.6 and S253.3	25	25
S253.3 and S253.5	25	25

Table 144. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
No. 3 Track		
SH250.5 and SH252.6	20	20
SH252.6 and SH254.1	25	25
No. 2 Track		
SF253.3 and SF253.6	25	25
SF253.6 and SF255.6	40	40
SF255.6 and SF264.3	40	40
SF264.3 and SF264.9	---	45
SFX253.5 and SFX253.5	20	20

Note:

All tracks within Hamlet Terminal Subdivision except main or signaled tracks are restricted to a maximum speed of 10 MPH except the following tracks which are governed by Rule 105:

Receiving Yard Track R01
East Junction Siding
East Departure
West Departure
North Departure
Arrival Leads

153.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

S243.0 and S244.0
S244.0 and S245.0
S245.0 and S246.0
SF257.0 and SF260.0

INSTRUCTIONS RELATING TO OPERATING RULES

155.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings At Grade

Table 145. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Hamlet, SFX253.7 (East- West Conn.) *	CSX	Automatic	234-B(3)

* See 215-706-A

155.100 ROAD CROSSINGS AT GRADE

Account rusty rail conditions, trains approaching highway crossings at grade protected by flashing light signals or gates on Rockingham Spur, Hamlet Terminal Subdivision, must approach crossings prepared to stop and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided.

155.103 SWITCHING

Operating Rules 103 and 103-A (3) are modified as follows:

When shoving cars north into tracks at the departure yard, unless otherwise provided, movement must be stopped when shove light indicator burning yellow is extinguished, or is dark. Tracks D01, D02 and D11 may be shoved on authority of the yardmaster at yard "B".

155.104 SWITCHES

1. The following crossovers may be left lined as last used.

All movements approaching these locations must expect to find the switches in other than normal position.

- a) "Crooks Crossover" extending between the East and the West departure tracks just north of Warmac.
 - b) In the vicinity of yard "B".
 - c) The "Middle Crossover" between the switching ladder and local yard lead. The (2) crossovers between the East and West departure tracks. Ii. The (2) crossovers between No. 1 trimmer lead and the West departure track.
 - d) The crossover between No. 1 and No. 2 trimmer lead.
 - e) In the vicinity of Yard "A".
 - f) All crossovers at the South end of the receiving yard may be left lined as last used.
 - g) In the vicinity of the North end of the receiving yard.
 - h) Switch at North end of departure yard connection track may be left lined as last used.
2. Straight away movements at the following locations must have all switches lined normal in accordance with the operating rules.
 - a) The normal position for all switches on the arrival and departure leads is for movement on those tracks, when not in use.
 - b) All intermediate switches on D11 and R01 must be lined for movements on those tracks when not in use.
 3. Automatic switches

Certain automatic switches have been installed on Hamlet Terminal Subdivision and are identified with a yellow handle. These switches may be trailed through from either track regardless of the position of the switch point. When trailed through the following occurs:

- a) The switch points will remain in the position forced by the trailing movement.
- b) The switch target will move with the movement of the switch points to correspond with the position of the switch points.
- c) The operating lever will not move unless the switch is operated by hand.

Trailing movements against which the switch is set must not foul the adjacent track unless that track is clear of any conflicting movement.

If there is a conflicting movement, a trailing movement may be made if the conflicting movement is stopped.

After the switch is fouled, it is not necessary for the movement to trail completely through the switch before making a reverse movement.

The switch must be lined by hand when a facing point movement is made and the switch points are improperly lined.

During cold weather, each automatic switch must be hand operated, unless it is known that the switch is free of ice and snow.

155.105 USE OF SPECIFIED TRACKS

1. East and West departure tracks and North End departure lead must not be used in either direction except upon permission of yardmaster "B". The Arriva leads to the receiving yard must not be used in either direction except upon permission of the yardmaster "A".
2. Trains operating on North end of number two track in the Williams Yard, or on the North end of the Williams Yard lead must not occupy the portion of track between the insulated joints and the non-electrically locked switch leading from number three main track to the Williams Yard until the switch is lined for their movement. The insulated joints are yellow in color.

This switch provides access to signaled track and must not be opened unless permission is granted by the train dispatcher.

3. The following tracks within Hamlet Terminal Subdivision are defined as tracks other than main track and trains will be governed by operating rule 105:

Receiving Yard track R-01
East Junction Siding
East Departure
West Departure
North Departure
Arrival Leads

155.400. RADIO STATIONS AND

All road trains will monitor channel 66.

Table 146. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hamlet Yard Office A & B	Continuous	32	Terminal
AF Train Dispatcher	Continuous	54	Wayside

Note:

AF Train Dispatcher's call-in No. is 5.

AF Train Dispatcher's telephone No. is 1-800-628-4726.

All trains entering Hamlet Terminal Subdivision must remain on AAR Channel 66 until the rear of the train is clear of all form W work authority.

155.215-A NON-INSULATED OTE AT AUTOMATIC AND REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

At Hamlet, N.C. SFX253.7/S253.6 operating rule 706-A item 2, is changed to read "at an automatic railroad crossing, movement over this crossing will be governed by operating Rule 234-B(3)."

156.0 MISCELLANEOUS INSTRUCTIONS

1. Unless otherwise instructed by the yardmaster, crews yarding trains in the receiving yard must leave two engine lengths of room on the North end of the track and must apply three hand brakes on the North end of all cuts of cars yarded in the receiving yard. If additional brakes are applied, yardmaster yard (A) must be notified.
2. Trains stopping on the East West connection track must stop at least 100 feet from Raleigh Street crossing, and key up crossing gates.
3. At locations in the Hamlet Terminal other than the receiving and departure yards: When locomotives are placed on standing cuts of cars and the brake pipe air is cut in, locomotives will not be left unattended, until the brake pipe is charged for fifteen (15) minutes. Then, if the train is to be left unmanned train brakes will be applied with a full service application and the independent brake will be fully applied. In addition, sufficient hand brakes must be applied.
4. Crews reporting for duty must notify the terminal trainmaster and in his absence the yardmaster yard "B", not later than 15 minutes from on duty time if they have not received proper train bulletin and work orders.
5. When handling locomotives for outbound trains, hostlers must inspect locomotives to determine that inspection reports are current, engines are clean, and that the necessary tools and supplies are available. Any defects must be reported to the yardmaster for immediate correction.
6. If trains are delayed after departing the departure yard in either direction the conductor or the engineer of the delayed train must immediately notify the yardmaster at yard "B", advising their approximate location on the departure lead, and expected duration of delay.
7. In order to establish some continuity in referring to the crossovers at Yard "B" the following will govern:
 - a) The crossover from the West Departure to the #1 trimmer, located just south of the D11 switch will be known as "#1 crossover".
 - b) The crossover just south of this, between #1 and #2 trimmer will be known as "#2 crossover".
 - c) The South crossover between the West departure and #1 trimmer will be the "#3 crossover".
 - d) The crossover between the West departure and the East departure/ local lead will be the "#4 crossover".
 - e) The crossover between the departure yard ladder and local lead at #5 switch will be the "#5 crossover".
 - f) The south crossover between the East and West departure will be the "#5 crossover".

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160.0 HOPEWELL SUBDIVISION-HW

161.0 STATIONS LISTING AND DIAGRAM

162.2 DTC BLOCK LIMITS

Between Bellwood And Hopewell

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SAC7.6	BELLWOOD SD	Bellwood	
SAC16.9	YL WHEELWRIGHT	9.3 Thomas Sdg	
SAC23.3	BERMUDA HUNDRED SPUR HOPEWELL YD END OF TRACK	6.4 Hopewell	
15.7 MILES BELLWOOD TO HOPEWELL			

161.1 DIAGRAM CROSS-REFERENCE

Table 147. Diagram Cross-Reference

Subdivision	Division	Page
Bellwood	Florence	13

161.2 ADDITIONAL STATIONS

Table 148. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Wheelwright	SAC12.0	Yard	South
Curtis Siding	SAC14.0	7	North
Thomas Siding	SAC16.9	42	Both
*Bermuda Hundred Spur (3.8 Miles)	SAC17.0	Spur	North

Note: * Breaks from Thomas Siding

162.0 METHOD OF OPERATION

162.1 AUTHORITY FOR MOVEMENT

Table 149. Authority for Movement

Between Location/Mile Post	Rules
Bellwood, SAC7.6 and SAC10.8	93 See Note 1 & 2
SAC10.8 and SAC22.0	120-132
SAC22.0 and Hopewell, SAC23.3	105

Notes:

- Permissions must be obtained from the "AE" Train Dispatcher before entering main track.
- On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

Table 150. DTC Block Limits

Between Location/Mile Post	Block Names
SAC10.8 and SAC13.9	Bellwood
SAC13.9 and SAC17.5	Thomas Sdg.
SAC17.5 and SAC22.0	Hopewell

163.0 SPEEDS

163.1 MAXIMUM AUTHORIZED SPEED

Table 151. Maximum Authorized Speed

Between Location/Mile Post	MPH
SAC7.6 and SAC22.0	30

163.2 SPEED RESTRICTIONS

Table 152. Speed Restrictions

Between Location/Mile Post	MPH
*SAC18.9 and SAC19.1	10

Note:

- All tracks other than main tracks, 10 MPH.
- * No braking or accelerating on entire length of bridge, except in emergency. If necessary to brake on bridge, train dispatcher must be advised from the first point of communication to allow for bridge inspection.

164.0 EQUIPMENT RESTRICTIONS

Table 153. Equipment Restrictions

Location	Equipment	Restriction
SAC10.8 to Hopewell	4-Axle Wrecker 6-Axle Wrecker	25 Mph

165.0 INSTRUCTIONS RELATING TO OPERATING RULES

165.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Drawbridges

Appomattox River, SAC19.1 - Attended 0700 to 2300. Outside of assigned hours of bridge tender, bridge is lined for rail movement. Trains will approach "Stop" signs located approximately 100 feet from end of approach structures prepared to stop and will stop before reaching "stop" sign unless proceed signal is received from bridge tender given with green flag by day, a green light by night or by radio communication. When bridge tender is not on duty, a member of crew must ascertain that drawspan and lift rails

are in proper position before movement is allowed to proceed.

NOTES:

(2) Railroad Crossings At Grade

Table 154. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
SAC22.0	NS	"Stop" Signs	98-F
SAC22.9	NS	"Stop" Signs	98-F
SAC23.3	AN Co. Spur-1	"Stop" Signs	98-F
SAC23.3	AN Co. Spur-2	"Stop" Signs	98-F

165.100 ROAD CROSSINGS AT GRADE

Bermuda Hundred Spur, S.R. 618 - Trains serving American Tobacco Company will be governed as follows:

1. No movements over crossing 0700-0900 and 1600-1800.
2. Crossing must not be blocked more than 4 minutes.
3. All trains must stop and flag State Road 618 before fouling the crossing.

165.105 USE OF SPECIFIED TRACKS

1. The Bermuda Spur is classified as track other than main track and trains will be governed by Rule 105 not exceeding 10 MPH. Switches will be left lined and locked for straight-away movement.
2. The track segment between SAC22.0 and SAC23.3 is classified as track other than main track and trains will be governed by Operating Rule 105, not exceeding 10 MPH.

165.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 155. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Hopewell	0800-1600 Daily	66	Terminal
Dispatcher (AE)	Continuous	20	Wayside

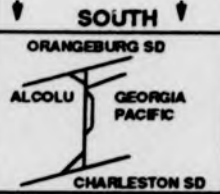
Note: AE Train Dispatcher's call-in number is 7.

AE Train Dispatcher's telephone No. is 1-800-628-4703.

NOTES:

170.0 LANE SUBDIVISION-LY

171.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt		STATIONS	SDG CAP (Ft)
AL382.2	ORANGEBURG SD	Sumter	5710
AL362.2	ALCOLU	20.0 Manning	
AL342.5	CHARLESTON SD	19.7 Lane	
39.7 MILES SUMTER TO LANE			

171.1 DIAGRAM CROSS-REFERENCE

Table 156. Diagram Cross-Reference

Subdivision	Division	Page
Orangeburg	Florence	73
Charleston	Florence	21

171.2 ADDITIONAL STATIONS

Table 157. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Alcolu	AL368	30	Both

172.0 METHOD OF OPERATION

172.1 AUTHORITY FOR MOVEMENT

Table 158. Authority for Movement

Between Location/Mile Post	Rules
Sumter, AL382.2 and AL380.9	93 See Note 1 & 2
AL380.9 and AL343.1	120-132
AL343.1 and Lane, AL342.5	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "CE" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

172.2 DTC BLOCK LIMITS

Between Sumter And Lane

Table 159. DTC Block Limits

Between Location/Mile Post	Block Names
AL380.9 and AL369.1	Brogden
AL369.1 and AL362.2	Alcolu
AL362.2 and AL343.1	Manning

173.0 SPEEDS

173.1 MAXIMUM AUTHORIZED SPEED

Table 160. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sumter, AL382.2 and Lane, AL342.5	40

173.2 SPEED RESTRICTIONS

Note-All tracks, other than main, 10 MPH

174.0 EQUIPMENT RESTRICTIONS

Table 162. Equipment Restrictions

Location	Equipment	Restriction
Sumter to Lane	All Wreckers	25 MPH
Ga. Pacific Alcolu, S.C. AL369.5	6-axle engines	1-6 axle engines only

175.0 INSTRUCTIONS RELATING TO OPERATING RULES

175.14 ENGINE HORN INSTRUCTIONS

Road crossing warning signals must be sounded through Sumter with minimum intensity consistent with safety and statutory requirements.

175.58 DEFECT DETECTORS

Table 163. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Greeleyville AL346.0	AD	East Side
Alcolu AL367.7	AD	West Side

175.104 SWITCHES

Sumter-Eastover Subdivision and Lane Subdivision Junction Switches may be left lined as last used. Trains must approach these switches prepared to stop and know that they are properly lined for desired route.

175.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

NOTES:

Table 164. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Sumter	1400-2200	32	Terminal
AL367.7	Continuous	32	Wayside
AL341.4	Continuous	32	Wayside
Dispatcher (CE)	Continuous	84	Wayside

Note: CE Train Dispatcher's call-in number is 1.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

NOTES:

180.0 MCCORMICK SUBDIVISION-MK

181.0 STATIONS LISTING AND DIAGRAM

MP/ Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
AK523.3	MONROE SD	Salak	
AK513.8		9.5 Bradley	5812
AK509.5		4.3 Troy	
AK502.9		6.6 McCormick	6856
AK488.4		14.5 Modoc	6346
AK476.8		11.6 Woodlawn	
AK468.1		8.7 Martinez	6419
AK460.5	GEORGIA SD AUGUSTA SD	7.6 Augusta	
62.8 MILES SALAK TO AUGUSTA			

181.1 CROSS REFERENCE

Table 165. Diagram Cross-Reference

Subdivision	Division	Page
Monroe	Florence	63
Georgia	Atlanta	Atlanta TT
Augusta	Florence	9

181.2 ADDITIONAL STATIONS

Table 166. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Clark Hill	AK483.5	8	South
Woodlawn	AK476.8	40	Both
Dan	AK465.9	Yard	Both

182.0 METHOD OF OPERATION

182.1 AUTHORITY FOR MOVEMENT

Table 167. Authority for Movement

Between Location/Mile Post	Rules
AK523.3 and AK463.3	120-132
AK463.3 and AK460.5	93 See Note 1, 2 & 3

Notes:

1. Augusta, trains will secure permission from the yardmaster to enter the streets of Augusta (Yard Limits) before passing Eve Street. The switch to Augusta Subdivision at Eleventh Street will be left as last lined. The yardmaster will contact the NS Railway yard before allowing trains to enter the joint track at Sixth Street.
2. Permission must be obtained from the Yardmaster at Augusta before entering main track.
3. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

182.2 DTC BLOCK LIMITS

Between Salak And Augusta

Table 168. DTC Block Limits

Between Location/Mile Post	Block Names
AK523.3, Salak and AK513.2, South switch Bradley siding	Bradley
AK513.2, South switch Bradley siding and AK503.1, McCormick	McCormick
AK503.1, McCormick and AK488.1, South switch Modoc siding	Modoc
AK488.1, South switch Modoc siding and AK476.8, South storage track switch, Woodlawn	Woodlawn
AK476.8, South storage track switch Woodlawn and AK468.1, South switch Martinez siding	Martinez
AK468.1, South switch Martinez siding and AK463.3, North YL Augusta	Augusta

183.0 SPEEDS

183.1 MAXIMUM AUTHORIZED SPEED

Table 169. Maximum Authorized Speed

Between Location/Mile Post	MPH
Salak, AK 523.3 and Augusta, AK460.5	40

183.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 170 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
AK530.7 and AK529.8	30
AK497.7 and AK497.5	35
AK492.8 and AK491.8	35
AK484.8 and AK483.9	35
AK483.9 and AK482.1	30
AK482.1 and AK477.5	35

Table 170 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
AK477.5 and AK476.8	30
AK476.8 and AK476.1	20
AK476.1 and AK473.0	35
AK464.0 and AK463.3	25
AK463.3 and AK462.1	35
AK462.1 and AK461.2	20
AK461.2 and AK460.5	15
All tracks other than main tracks	10

183.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between AK468.0 and AK469.0.

184.1 EQUIPMENT RESTRICTIONS

Table 171. Equipment Restrictions

Location	Equipment	Restriction
Bridge AK461.9-462.0	4-Axle Wreckers	15 MPH
	6-Axle Wreckers	10 MPH
Bridge AK476.1-476.8	Cars weighing 240,000- 251,000 Lbs.	20 MPH

185.0 INSTRUCTIONS RELATING TO OPERATING RULES**185.58 DEFECT DETECTORS**

Table 172. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
McCormick, AK506.8	AD	West Side
Clark Hill, AK485.8	AD	West Side

185.100 ROAD CROSSINGS AT GRADE

Table 173. Road Crossings at Grade

Location	Street
Augusta AK459.0-AK463.2	All movements over or through any city street will not exceed 15 MPH. Speed will be further reduced as conditions require.

AK487.1 - Do not block the road crossing at any time except for an emergency.

185.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 174. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Augusta-YM	Continuous	32 & 66	Terminal
AK459.5	Continuous	32	Wayside
AK483.5	Continuous	32	Wayside
AK506.8	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher's call-in No. is 2.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

186.0 MISCELLANEOUS INSTRUCTIONS**AUGUSTA TERMINAL INSTRUCTIONS**

1. Unless otherwise instructed, cars will be positioned in train leaving terminals and when picked up on line of road so that tonnage behind intermodal or auto rack cars, either loaded or empty, does not exceed 5,000 gross tons.
2. McCormick Subdivision trains enroute Blue Ridge Division will operate via Monroe Subdivision between Salak and Park Junction.
3. Rules of Augusta and Summerville Railway Company, Augusta, Ga.
 - a) Principal tracks are as follows:
 - 1) Reynolds Street via Sixth Street to NS Railway Junction crossing located near Laney Walker Blvd.
 - 2) Sixth Street from junction near Calhoun Street to junction with Georgia Subdivision track at Seventh Street.
 - 3) Twiggs Street via Fenwick Street to Eleventh Street.
 - b) Trains within yard limits Augusta will not exceed 15 MPH over these tracks. In case of accident, the responsibility will rest with the approaching train.
 - c) Trains must move prepared to stop short of any switch not properly lined.
 - d) In the event two or more train movements conflict at any point on these tracks, the train that can be cleared with the least delay must take steps promptly to do so.
 - e) The General Notice, General Rules and all operating rules and special instructions of each tenant line will govern where applicable, and not in conflict with the rules and instructions of Augusta and Summerville Railroad Company. Attention is directed to General Rule "F". Reports required thereby or otherwise should be made promptly to Senior Trainmaster, Augusta. This officer is authorized to issue special instructions.

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2/2

Augusta, trains will operate within yard limits not exceeding 15 MPH on A&S tracks between CofGa crossings, AK459.9 and 8th Street.

Augusta, trains will operate within yard limits not exceeding 15 MPH on tracks of Georgia Subdivision between 8th and 11th Streets.

Augusta, after receiving authority from yardmaster, trains will operate within yard limits not exceeding 10 MPH on A&S tracks between Walton Way and Reynolds Street.

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190.0 MONROE SUBDIVISION-MN

191.0 STATIONS AND LISTING DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SF264.9	HAMLET	Pee Dee	10,274
1010-1011		6.7	
SF273.0		Lilesville	10,370
1012-1013		4.1	
SF277.1	WSSB	W-S Jct.	
1015		9.1	
SF286.2		Polkton	10,191
1016-1017		9.5	
SF295.8		Marshville	10,101
1018-1019		8.1	
SF303.9		Richardson's Creek	
1020		2.3	
SF306.2	MONROE YD	Monroe	
SG306.2		12.6	
1021-1022	CHARLOTTE SD	Waxhaw	9950
SG318.8		12.8	
1032-33		Catawba	10499
SG331.6		16.8	
1035-36	NS	Landrum	9847
SG348.4		2.7	
1037-38		Chester	
SG351.1	NS	11.6	
SG362.7		Leeds	9950
1039-40		12.9	
SG375.6		Delta	9950
1043-44		16.6	
SG392.2		Shands	9950
1045-46		2.7	
SG394.9		Dover	
1047		2.1	
SG397.0		Clinton	
1048	CN&L SD	4.2	
SG401.3		Fuller	6930
1050-51		10.4	
SG411.7		Cross Hill	7017
1052-53		9.3	
SG421.0		McDowell	6724
1054-55		1.2	
SG422.2	SPARTAN- BURG SD	Parke Jct	
1056		3.4	

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SG425.6		Greenwood	5862
1058		1.0	
SG426.6		Maxwell	11399
		1.6	
SG428.2		Salak	
1060		11.8	
SG442.0		Abbeville	10071
177.1 MILES PEE DEE TO ABBEVILLE			

191.1 DIAGRAM CROSS-REFERENCE

Table 175. Diagram Cross-Reference

Subdivision	Division	Page
Hamlet Terminal	Florence	51
Abbeville	Atlanta	Atlanta TT
Charlotte	Florence	27
CN&L	Florence	31
Spartanburg	Florence	89
McCormick	Florence	59

191.2 ADDITIONAL STATIONS

Table 176. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Carlisle	SG368.0	18	North
Whitmire	SG380.0	6	North

192.0 METHOD OF OPERATION

192.1 AUTHORITY FOR MOVEMENT

Table 177. Authority for Movement

Between Location/Mile Post	Rules
SF264.9 and SG442.0	265-272

Note:

- Rules 265-272 are in effect on Pee Dee, Lilesville, Polkton, Marshville Waxhaw, Landrum, Leeds, Delta and Shands signaled sidings.

192.3 SUSPENSION OF SIGNAL SYSTEM- (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 178. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
North End, Pee Dee Siding, SF264.9 and North End, Lilesville Siding, SF271.5	Pee Dee
North end, Lilesville Siding, SF271.5 and North End, Polkton Siding, SF285.1	Lilesville
North end, Polkton Siding, SF285.1 and North End, Marshville Siding, SF293.3	Polkton
North End, Marshville Siding, SF293.3 and North Yd Limits, Monroe, SF303.9	Marshville
South Switch Monroe SG306.2 and North Switch Waxhaw SG318.4	Waxhaw
North Switch Waxhaw SG318.4 and North Switch Catawba SG330.6	Catawba
North Switch Catawba SG330.6 and North Switch Landrum SG347.5	Landrum
North Switch Landrum SG347.5 and North Switch Leeds SG361.5	Leeds
North Switch Leeds SG361.5 and North Switch Delta SG375.2	Delta
North Switch Delta SG375.2 and North Switch Shands SG391.2	Shands
North Switch Shands SG391.2 and North Switch Fuller SG400.6	Fuller
North Switch Fuller SG400.6 and North Switch Cross Hill SG410.9	Cross Hill
North Switch Cross Hill SG410.9 and North Switch McDowell SG420.2	McDowell
North Switch McDowell SG420.2 and Switch Park Jct SG422.2	Greenwood
Switch Park Jct SG422.2 and North Switch Maxwell Siding SG425.8	Maxwell
North Switch Maxwell Siding SG425.8 and Salak SG428.3	Salak
Salak SG428.3 and North Switch of Abbeville SG439.8	Abbeville

Note: Rule 93 will be put in effect between:

1. SF303.9 and SF306.2

192.4 EXCEPTED TRACKS

All tracks serving Hedricks Sand Co..

All tracks serving Bonsal Sand and Gravel.

Tracks 1, 2 and 3 Gravelton Yard.

193.0 SPEEDS

193.1 MAXIMUM AUTHORIZED SPEED

Table 179. Maximum Authorized Speed

Between Location/Mile Post	MPH
SF264.9 and SG442.0	60

193.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 180. Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
SF264.9 and SF267.3	---	45
SF267.3 and SF270.4	---	40
SF270.4 and SF272.5	---	55
SF277.5 and SF280.8	---	50
SF288.8 and SF289.4	---	45
SF302.9 and SF306.1	---	40
SF306.1 and SG306.2	---	30
SG306.3 and SG317.1	50	50
SG317.1 and SG318.7	Day 25 ---- Night 40	Day 25 ---- Night 40
SG318.7 and SG327.5	40	40
SG327.5 and SG328.3 Bridge	30	30
SG328.3 and SG349.6	50	50
SG349.6 and SG350.3	40	40
SG350.3 and SG351.3	35	35
SG351.3 and SG357.3	45	45
SG357.3 and SG357.5	35	35
SG357.5 and SG367.8	40	40
SG367.8 and SG368.8 Applies to head-end only	Day 25 ---- Night 40	Day 25 ---- Night 40
SG368.8 and SG379.4	40	40
SG379.4 and SG380.4	25	25
SG380.4 and SG384.6	40	40
SG384.6 and SG390.6	45	45
SG390.6 and SG396.0	40	40
SG396.0 and SG398.0	25	25
SG398.0 and SG413.0	45	45
SG413.0 and SG413.3	40	40
SG413.3 and SG424.7	45	45
SG424.7 and SG425.7	30	30
SG425.7 and SG439.9	45	45
SG439.9 and SG441.4	30	30
SG441.4 and SG442.0	45	45

Note:

1. Signaled Sidings

Pee Dee, Lilesville, Polkton, Marshville Waxhaw, Landrum, Leeds, Delta and Shands 25 MPH.

2. Do not exceed 10 MPH on the following sidings; Cross Hill, Maxwell, Abbeville.

3. Unless otherwise specified all tracks, other than main tracks, signaled tracks and controlled sidings, 10 MPH.

193.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

SG414.0 and SG415.0
SG415.0 and SG416.0
SG436.0 and SG437.0
SG437.0 and SG438.0
SG438.0 and SG439.0

195.0 INSTRUCTIONS RELATING TO OPERATING RULES

195.58 DEFECT DETECTORS

Table 181. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Pee Dee SF268.2	AD	East Side
Marshville SF292.9	AD	West Side
Van Wyck, SG322.7	AD	West Side (Note)
Harmony, SG333.2	AD	West Side (Note)
Rodman, SG343.8	AD	West Side
Leeds, SG363.9	AD	West side
Whitmire, SG379.9	AD	West Side
Fuller, SG402.2	AD	East Side
Greenwood, SG422.9	AD	East Side

Note: That part of Rule 59-C permitting only a running inspection when defect detector malfunctions or if train stops or is moving slower than 5 MPH over the defect detector will not apply to northward trains at Harmony and southward trains at Van Wyck detectors. Immediate walking inspection of train must be performed under these circumstances

195.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Table 182. Railroad Crossings at Grade

Location	Rail- road	Pro- tection	Rule
Chester, SG350.2 *	NS & C&NW	Auto- matic	234-B(3)

* See 215-706-A

195.100 ROAD CROSSINGS AT GRADE

1. **SF266.0** - This private crossing must not be blocked 0500-0600 Saturdays.
2. **Hedrick Crossing, SF269.5** - Must not be blocked by standing trains 0500-1800.
3. **Euc Crossing, SF269.8** - Must not be blocked by standing trains 0500-1800.

195.104 SWITCHES

Bowater Paper Mill, Catawba, SC -The switch serving Mill Track number seven (7) must be left lined for the lead after being used.

195.105 USE OF SPECIFIED TRACKS

Gravelton - Secondary track must not be used without authority of train dispatcher.

195.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 183. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SF273.5	Continuous	32	Wayside
SF295.6	Continuous	32	Wayside
SF306.2	Continuous	32	Wayside
Monroe-OP	0700-1500	66	Agency
SG331.6-TD	Continuous	32	Wayside
Catawba-OP	0800-1600	66	Agency
SG350.0-TD	Continuous	32	Wayside
SG371.2-TD	Continuous	32	Wayside
SG393.5-TD	Continuous	32	Wayside
SG425.5-TD	Continuous	32	Wayside
Maxwell Yd-YM	Continuous	32&66	Terminal
SG441.8-TD	Continuous	32	Wayside
Dispatcher (AF)	Continuous	54	Wayside

Note: AF Train Dispatcher's Call-In No. is 5 between Abbeville and Monroe.

AF Train Dispatcher's Call-In No. is 7 between Monroe and Hamlet.

AF Train Dispatcher's telephone No. is 1-800-628-4726.

195-706-A NON-INSULATED OTE AT AUTOMATIC AND REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

At Chester, S.C. SG350.2 operating rule 706-A, item 2 is changed to read - "At an automatic railroad crossing, movement over this crossing will be governed by operating Rule 234-B(3).

196.0 MISCELLANEOUS INSTRUCTIONS

1. CN&L Subdivision trains will operate between CN&L Subdivision connection track switches at Dover and Clinton via Monroe Subdivision.
2. Florence Service Lane trains operating between Augusta and Spartanburg will operate via Monroe Subdivision between Salak and Park Junction.
3. All trains occupying the Maxwell Siding at Greenwood, S.C. must first contact the yardmaster at Greenwood and be governed by his instructions.
4. Rule 93 yard limits exist on the main track of the WSSB RR at Wadesboro extending between W.S. Junction (CSXT Milepost SF277.1 / WSSB Milepost W88) and WSSB Milepost W85.3. Operation of these yard limits are under the supervisions of the "CE" Dispatcher in Jacksonville. Permission must be obtained from the "CE" Dispatcher before entering the main track between these limits. The "CE" Dispatcher may be reached on radio channel 76/76, tone #6 or by using dial phone 1-800-445-5518.

NOTES:

NOTES:

200.0 NORLINA SUBDIVISION-NL

201.0 STATION LISTING AND DIAGRAM

202.0 METHOD OF OPERATION

MP Ctr Pt	↑ SOUTH ↓	STATIONS	SDG CAP (Ft)
S100.9	END OF TRACK	Norlina	
S106.7		5.8 Middleburg	
S109.9		3.2 Greystone	
S113.8		3.9 Henderson	
S117.9		4.1 Gill	
S122.6		4.7 Kittrell	
S129.7		7.1 Franklinton	
S135.9		6.2 Youngsville	5054
S140.2		4.3 Wake Forest	
S151.0		10.8 Millbrook	
S154.1		3.1 Crabtree	
S154.8	NS RY	0.7 Edgeton	
S156.2		1.4 Raleigh	
55.3 MILES NORLINA TO RALEIGH			

201.1 DIAGRAM CROSS-REFERENCE

Table 184. Diagram Cross-Reference

Subdivision	Division	Page
Aberdeen	Florence	1

201.2 ADDITIONAL STATIONS

Table 185. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Henderson	S113.8	Yard	Both
Gill	S117.9	40	South
Neuse	S147	3	North

202.1 AUTHORITY FOR MOVEMENT

Table 186. Authority for Movement

Between Location/Mile Post	Rules
Norlina, S100.9 and S154.7	120-132
S154.7 and Raleigh, S156.2	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "BC" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

202.2 DTC BLOCK LIMITS

Table 187. DTC Block Limits

Between Location/Mile Post	Block Names
Between Norlina And Edgeton	
S100.9 and S110.8	Norlina
S110.8 and S117.5	Henderson
S117.5 and S130.0	Kittrell
S130.0 and S139.4	Franklinton
S139.4 and S151.0	Wake Forest
S151.0 and S154.7	Edgeton

203.0 Speeds

203.1 MAXIMUM AUTHORIZED SPEED

Table 188. Maximum Authorized Speed

Between Location/Mile Post	MPH
Norlina, S100.9 and S103.5	25
S103.5 and S154.7	40
S154.7 and S155.0	10
S155.0 and S156.0	20
S156 and S156.2	10

203.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 189 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
S128.9 and S130.6	35
S139.6 and S141.0	35
S151.0 and S154.7	20
S154.7 and S155.0	10
S155.0 and S156.0	20

Table 189 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
S156.0 and S156.2 (Passenger Shed Main Track)	10
Note: All tracks, other than main track, 10 MPH.	

205.0 INSTRUCTIONS RELATING TO OPERATING RULES

205.58 DEFECT DETECTORS

Table 190. Defect Detectors

Mile Post/Location	Type	Location of Indicators/ Personnel Reading Charts
Franklinton S131.2	AD	East Side

205.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

Railroad Crossings At Grade

Table 191. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Edgeton, S154.8 *	NS	Automatic	234-B(3)

* See 175-706-A

205.100 ROAD CROSSINGS AT GRADE

1. Henderson -

a) Movement over Williams St. on wye east of Sanford Mills must be preceded by a flagman.

2. Account rusty rail conditions, trains approaching highway crossing at grade protected by flashing light signals or gates between S143.8 and S115.3 and at S111.1, Warrenton Road, must approach crossings prepared to stop and must not enter crossing until signals have been activated at least 20 seconds or flag protection has been provided.

205.104 SWITCHES

Hand throw split switch derail has been installed on yard lead at Blount Street, S155.3 between main line switch and No. 3 track switch. Trains leaving or entering yard at this location must stop and line derail and leave in derauling position when not being used. Trains leaving or entering north end of yard will have to use Blount Street crossover at S155.3.

205.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 192. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
S117.5	Continuous	66	Wayside
S137.7	Continuous	66	Wayside

Table 192. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Raleigh	Continuous	66	Wayside
Raleigh Yard Office	0700-1500 Mon.-Fri.	66	Terminal
Dispatcher (BB)	Continuous	94	Wayside

Note: BB Train Dispatcher's call-in number is 8.

BB Train Dispatcher's telephone No. is 1-800-445-5521.

215.706-A NON-INSULATED OTE AT AUTOMATIC AND REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

At Edgeton, N.C. S154.8 operating rule 706-A, item 2 is changed to read - "At an automatic railroad crossing, movement over this crossing will be governed by operating Rule 234-B(3)."

206.0 MISCELLANEOUS INSTRUCTIONS

1. Vulcan Materials Facility at Greystone S109.9.

Vulcan Materials personnel are placing track skates under the north end of yard tracks 1, 2, and 3 in Greystone Yard. These skates must be removed prior to switching those tracks and must be replaced upon completion of switching to prevent accidental roll-outs of cars from our yard to the pit. Be on the lookout for uneven walkways and debris in yard at Greystone.

NOTES:

210.0 NORTH END SUBDIVISION-ND

211.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↑	STATIONS	SDG CAP (Ft)
ARN	RICHMOND TERMINAL SD	Richmond	
2.0	JAMES RIVER	3.0	
A1.0		Meadow	
1221		4.6	
A5.6	CLOPTON LEAD	FA	
1222	BELLWOOD SD	5.1	
A10.7	MP S10.9	Centralia	
1223		4.3	
A15.0		Walshall	
1224		8.0	
A23.0	APPOMATTOX TOX RIVER	Appomattox	
1225		3.7	
A26.7		N. Collier	
1226		2.3	
A29.0		S. Collier	
1227		1.0	
A30.0		Reams	
1228		7.8	
A37.8		Carson	
1229		4.4	
A42.2		Stony Creek	
1230		8.9	
A51.1	JARRATT SPUR	Jarratt	
1231		6.7	
A57.8	----- NS	Fox	
1232		7.0	
A64.8		Emporia	
1233		3.0	
A67.8	TREGO SPUR	Vulcan	
1234		6.2	
A74.0		Pleasant Hill	
1235		4.5	
A78.5		Gary	
1241		2.6	
A81.1		N. Weldon	
1242	PORTSMOUTH SD	Conn.	
1243		0.8	
A81.9	ROANOKE RIVER	N. Weldon	
1244		2.8	
A84.7	ROANOKE RAPIDS SPUR	Weldon	
1245		1.7	
A86.4		S. Weldon	
1246		2.5	
A88.9		Halifax	
1247		8.4	

MP Ctr Pt	↓ SOUTH ↑	STATIONS	SDG CAP (Ft)
A97.3		Delmar	
1247		7.7	
A105.0		Bricks	
1248		7.0	
A112.0		Battle	
1249		7.9	
A119.9		Charlie Baker	
SOUTH END SD			
121.9 MILES RICHMOND TO CHARLIE BAKER			

211.1 DIAGRAM CROSS-REFERENCE

Table 193. Diagram Cross-Reference

Subdivision	Division	Page
Richmond Terminal	Florence	81
Bellwood	Florence	13
Portsmouth	Florence	77
South End	Florence	83

211.2 ADDITIONAL STATIONS

Table 194. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Jarratt Spur(Trk 1)	A53.1	Spur	North
Vulcan(Trk 1)	A67.9	Spur	Both
Roanoke Rapids Spur	A84.7	Spur	South

212.0 METHOD OF OPERATION

212.1 AUTHORITY FOR MOVEMENT

Table 195. Authority for Movement

Between Location/Mile Post	Rules
Richmond, ARN2.0 and Charlie Baker, A119.9	265-272
S8.9 and S10.9	265-272

212.3 SUSPENSION OF SIGNAL SYSTEM- (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 196. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
ARN2.0 and Crossover Meadow A1.0	Meadow
Crossover Meadow, A1.0 and Crossover, FA Tower, A5.6	FA
Crossover, FA Tower, A5.6 and North Crossover, Centralia, A10.7	Centralia
SED T S8.9 and Centralia S10.9	Chester
North Crossover, Centralia, A10.7 and North Crossover, Walthall, A15.0	Walthall
North Crossover, Walthall, A15.0 and Switch N. Side of Appomattox River, A23.1	Ettrick
Switch N. Side of Appomattox River, A23.1 and N. Crossover, N. Collier, A26.7	Appomattox
North Crossover, North Collier, A26.7 and SEDT Reams A30.0	Collier
SED T Reams A30.0 and NEDT Carson A37.8	Reams
NEDT Carson A37.8 and SEDT Stoney Creek A42.2	Carr
SED T Stoney Creek A42.2 and NEDT Jarratt A51.1	Stone
NEDT Jarratt A51.1 and SEDT Fox A57.9	Coast
SED T Fox A57.9 and NEDT Emporia A64.5	Emporia
NEDT Emporia A64.5 and SEDT Pleasant Hill A74.0	Hahn
SED T Pleasant Hill A74.0 and NEDT Gary A78.5	Gary
NEDT Gary A78.5 and SEDT N. Weldon A81.9	North Weldon
SED T N. Weldon A81.9 and NEDT Weldon A84.7	Roanoke
NEDT Weldon A84.7 and SEDT Halifax A88.9	South Weldon
SED T Halifax A88.9 and NEDT Delmar A97.3	Pender
NEDT Delmar A97.3 and SEDT Bricks A105.0	Brick
SED T Bricks A105.0 and NEDT Battle A112.0	Battle
NEDT Battle A112.0 and A119.0	Dixie

Note: Yard limits would be established between A119.0 and A119.9.

212.4 EXCEPTED TRACKS

1. All Tracks from FA to end of track on Clopton Yard and Clopton Lead.
2. Former SAL Track serving Virginia State Hospital and Pepsi Cola, from No. 2 Main Track at A23.5.
3. Jarratt Spur

4. Roanoke Rapids Spur Between MP SA84.0 and MP SA85.3

5. Rocky Mount Yard Tracks -

- a) North Yard Tracks Nos. 4, 5 and 6.
- b) All tracks in Old Shop area.

213.0 SPEEDS

213.1 MAXIMUM AUTHORIZED SPEED

Table 197. Maximum Authorized Speed

Between Location/Mile Post	MPH
Richmond, ARN2.0 and Charlie Baker, A119.9	79

213.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 198 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
Entire Subdivision - Intermodal Trains	---	70
Entire Subdivision - Other than passenger or Intermodal Trains	---	60
Both Tracks		
ARN2.0 and ARN0.9	50	40
ARN0.9 and ARN0.7	40	40
James River (Pier 5), ARN0.7 and A0.1	50	50
A1.2 and A1.4	60	60
A5.3 and A5.7	60	60
Single Track		
S8.9 and S10.9	25	25
Both Tracks		
A14.1 and A14.4	75	--
A19.1 and A22.6	60	60
No. 2 Track		
A22.6 and A23.1	60	60
No. 1 Track		
A22.6 and A23.1	40	40
Single Track		
A23.1 and A23.3	60	60
Both Tracks		
A23.3 and A25.4	60	60
No. 2 Track		
A38.0 and A42.2	--	60
A51.1 and A57.9	--	60
Both Tracks		
A53.6 and A53.9	70	--
No. 2 Track		
A64.5 and A74.0	--	60

Table 198 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psgr. MPH	Other MPH
A78.5 and A81.9	--	60
A81.1 - Movements on North Weldon Connection Track	25	25
Single Track		
A82.0 and A82.7	40	40
No. 2 Track		
A84.6 and A88.9	--	60
Single Track		
A89.6 and A91.8	70	--
No. 2 Track		
A97.3 and A105.0	--	60
A112.0 and A119.0	--	60
Both No. 1 and No. 2 Tracks		
A100.4 and A101.9(0730 to 1930)	65	Note 2
A118.2 and A119.9	40	40
Roanoke Rapids Spur		
SA78.5 and SA79.2	--	10
SA82.7 and SA82.9 (Northward Trains Only)	--	10

Note:

1. All tracks other than main, signaled, Roanoke Rapids Spur and Weldon Yard South Lead, 10 MPH.
2. Intermodal trains 65 MPH, others 60 MPH.
3. All yard tracks at Rocky Mount, N.C. are restricted to 10 MPH.

213.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

- A9.0 and A10.0
- A32.0 and A33.0
- A115.0 and A116.0

214.0 EQUIPMENT RESTRICTIONS

Table 199. Equipment Restrictions

Location	Equipment	Restriction
Vulcan, Va. Vulcan Material Lead West of I-95 Overpass	6-Axle Engines	Barred

215.0 INSTRUCTIONS RELATING TO OPERATING RULES**215.14 Engine Horn**

At the following locations, engine horns must not be used, except when in doubt sound the horn, especially during inclement weather; when motorists and/or pedestrians are observed at a crossing; when approaching blind crossings; and in case of emergency:

1. Emporia, A62.5-A64.0
2. Enfield, A100.4-A101.9 - Except upon entering corporate limits and upon approaching Whitaker Street.
3. Rocky Mount, A118.3-A119.8 - Grand Ave. to Bassett St.

215.58 DEFECT DETECTORS

Table 200. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Petersburg, A17.4	AD	Track No. 1 West Side Track No. 2 East Side
Carson, A33.7	AD	West Side
Emporia, A58.2	AD	West Side
Weldon, A82.6	AD	West Side
Whitakers, A107.6	AD	West Side
Rocky Mt., A115.3	AD	West Side

215.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE**(1) RAILROAD CROSSING AT GRADE**

Table 201. Railroad Crossings at Grade

Location	Rail- road	Pro- tection	Rule
Emporia, A62.6	NS	Remotely controlled	234-B(2)

215.100 ROAD CROSSINGS AT GRADE

1. Bellbluff, Kingsland Road, A9.4 -Must not be blocked by trains setting off or picking up.
2. Bellwood, Kingsland Road, S9.1 and Brinkley Road, S9.8 - Must not be blocked by trains setting off or picking up.
3. Jarratt, Allen Ave. and Jarratt Ave. on Jarratt Spur -All movements over these crossings must be preceded by a flagman.
4. Emporia, All crossings -When trains are stopped for any reason, train crews must do everything possible to minimize the length of time crossings are blocked and must cut crossings when possible, particularly Atlantic Ave. and Low Ground crossings.
5. Pleasant Hill -Southward freight trains being held at Pleasant Hill must stop clear of state road 662, A73.2. Train dispatcher and company phone located in phone box on west side of road crossing.

6. **Garysburg** - Trains must use care not to block NC State Highway 46 at Garysburg, A80.3. North end train dispatcher must advise southbound trains in advance when they will be held north of the river. If a train measures more than 7,000 feet in length, it will not clear between circuits at Highway 46 and double track north side of river.

7. ***Weldon (Roanoke Rapids Spur)** - Movements over First and Poplar Streets must not exceed 5 MPH. Street crossings must not be blocked by trains picking up or setting off in excess of 15 minutes.

* Denotes city ordinance.

215.104 SWITCHES

1. The switch lock must be removed and not replaced before Sperry Rail Test car is permitted to test within 50 feet of either insulated joint located immediately ahead of switch points at the following mile post locations:

Table 202. Switches

Location	MP
Ware House Track (No 1 Track)	A5.8
Washington Street Conn.(Pepsi Cola) (No 2 Track)	A23.6
Anchor Shed(No 1 Track)	A23.5
Concrete Service(No 1 Track)	A115.6
Seaboard Foods(No 1 Track)	A117.3

2. **Roanoke Rapids Spur** - Switches will be left lined and locked for straight-away movement except between SA82.3 and SA84.0. These switches may be left lined and locked as last used.

3. Switches will be left lined and locked for straight-away movement at the following locations:

Jarratt Spur, A53.1

Trego Stone Spur, A67.9

4. Switch equipped with electric lock without release mechanism located at the following point cannot be unlocked unless the main track is occupied:

Halifax Fertilizer, A102.2 (No 1 Track)-Do not clear at this switch without authority of Control Station.

215.105 USE OF SPECIFIED TRACKS

1. Jarratt Spur from A53.1 to end of track is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH.
2. Roanoke Rapids Spur between MP SA78.5 and MP SA84.0 is classified as track other than main track and trains will be governed by rule 105.
3. Weldon Yard South Lead MP A83.1 and A84.7 is classified as track other than main track and trains will be governed by rule 105.

215.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 203. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Acca Yard Office	Continuous	32	Terminal
A10.7	Continuous	32	Wayside
Collier Yard	1500-2300	32	Terminal
A53.2	Continuous	32	Wayside
A83.8	Continuous	32	Wayside
Roanoke Rapids Yard	0800-1700	66	Terminal
A120.0	Continuous	32	Wayside
S. Rocky Mt Yd	Continuous	32 & 66	Terminal
Dispatcher (AE)	Continuous	20	Wayside

Note: AE Train Dispatcher's call-in number is 7.

AE Train Dispatcher's telephone No. is 1-800-628-4703.

216.0 MISCELLANEOUS INSTRUCTIONS

1. **Weldon Yard** - Pedestrian walkway across tracks 1 thru 3, which requires a minimum opening of 30 feet, must not be blocked by standing equipment.
2. **Weldon Yard** - Tonnage trains must not back up across trestle at Weldon, NC, A82.0, without specific authority of the train dispatcher or a Transportation Supervisor.
3. **Roanoke Rapids Spur** - Train and yard engines operating on the Roanoke Rapids Spur from Roanoke Rapids will not pass the switch accessing the Roanoke Valley Cogeneration Power Plant located at SA80.0 without having contacted the North End Subdivision train dispatcher to determine if there are any coal trains enroute to this facility opposing their movement.
4. Do not shove with more than one (1) engine under power and five (5) cars at anytime around loop track, Weldon, NC. Movements must be made at controlled speed not exceeding 10 MPH.

All southward trains arriving Weldon that exceed five (5) cars must run around the train and then pull around the loop track.

NOTES:

220.0 ORANGEBURG SUBDIVISION-OB

221.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
AK329.4	END OF TRACK	End Of Track	8064
AK332.0	EASTOVER SC	Sumter	10560
AK346.0	LANE SD	Pinewood	6458
AK361.4	CRESTON SD	Creston	5524
AK366.3		Cameron	7519
AK376.0	NS RY	Orangeburg	
AK387.9	END OF TRACK	Cope	
58.5 MILES END OF TRACK TO COPE			

221.1 DIAGRAM CROSS-REFERENCE

Table 204. Diagram Cross-Reference

Subdivision	Division	Page
Lane	Florence	57
Eastover	Florence	43
Creston	Florence	39

221.2 ADDITIONAL STATIONS

Table 205. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Privateer	AK339	12	Both
Remini	AK352	12	North

222.0 METHOD OF OPERATION

222.1 AUTHORITY FOR MOVEMENT

Table 206. Authority for Movement

Between Location/Mile Post	Rules
End of track, AK329.4 and AK334.1	93 See Note 1 & 2
AK334.1 and AK374.4	120-132
AK374.4 and AK380.4	93 See Note 1 & 2
AK380.4 and End of track, AK387.9	120-132

Notes:

1. Permission must be obtained from the "CE" Train Dispatcher before entering main track.
2. **On-Track Equipment Instructions** - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

222.2 DTC BLOCK LIMITS

Table 207. DTC Block Limits

Between Location/Mile Post	Block Names
Between Lynchburg And Orangeburg	
AK334.1 and AK340.0	Sumter
AK340.0 and AK347.4	Pinewood
AK347.4 and AK361.6	Lone Star
AK361.6 and AK374.4	Creston
AK380.4 and AK387.9	Cope

223.0 SPEEDS

223.1 MAXIMUM AUTHORIZED SPEED

Table 208. Maximum Authorized Speed

Between Location/Mile Post	MPH
Sumter, AK334.1 and End of track, AK387.9	40

223.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 209. Speed Restrictions

Between Location/Mile Post	MPH
AK331.5 and AK331.8	10
AK362.0 and AK374.4	25
AK374.4 and AK380.3	20
AK375.1 and AK375.9 over grade crossing at Highway 301	15
AK375.9 and AK376.0	15
SC79.3 and SC79.8 (NSRY)	15

Note: All tracks, other than Main track, 10 MPH.

223.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

AK340.0-AK341.0-AK342.0
AK364.0-AK365.0-AK366.0

225.0 INSTRUCTIONS RELATING TO OPERATING RULES

225.14 ENGINE HORN INSTRUCTIONS

The engine horn will be sounded at minimum intensity at road crossings through Sumter consistent with safety and statutory requirements.

225.58 DEFECT DETECTORS

Table 210. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Privateer AK338.2	AD	West Side
Creston AK359.0	AD	West Side

225.100 ROAD CROSSINGS AT GRADE

1. *Orangeburg -

- Rowe Street must be flagged between 0700 and 1800 until engine covers the crossing.
- Switching movements over all crossings must be preceded by a flagman.
- Do not exceed a speed of 15 MPH over grade crossing at Highway 301, between AK375.1 and AK375.9.

Train should approach crossing prepared to stop. When grade crossing devices have been determined to be activated and gates are in the down position, with vehicular traffic stopped, proceed at timetable speed.

Note: * - Denotes city ordinance.

- Trains and engines must stop and flag Cannon Bridge Road crossing when operating on the industrial lead at Orangeburg, S.C.

- Account rusty rail conditions trains approaching the following highway crossings at grade protected with flashing light signals must approach the crossings prepared to stop and must not enter the crossing until signals have been activated for at least 20 seconds or flag protection has been provided:

Table 211. Rusty Rail Conditions

Highway/Street	City	Mile Post
Fort Street	Sumter, SC	AK330.52
Liberty Street	Sumter, SC	AK331.07
Brooklyn Street	Sumter, SC	AK331.02

225.103 SWITCHING

Only one car shall occupy weigh rails at Orangeburg track scale at any one time during weighing or any other operations.

225.104 SWITCHES

- Lane Subdivision and Eastover Subdivision Junction switches may be left lined as last used. Trains must approach these switches prepared to stop until it can be plainly seen that switches are lined to allow movement to proceed on desired route.

- Creston SD Connection - Main line switch at AK361.4 will be left lined and locked for the Orangeburg Subdivision.

225.105 USE OF SPECIFIED TRACK

Cope Power Plant - Operation over industry owned track extending beyond AK387.9 is governed by operating Rule 105, not exceeding 10 MPH.

225.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 212. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Florence	0700-2200	66	Terminal
Sumter	0800-2200	32 & 66	Terminal
Sumter	Continuous	32	Wayside
Orangeburg	0830-160 Mon.-Fri.	66	Terminal
AK376.0	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher's call-in number is 1.

CSC Center in Jacksonville may be accessed at Sumter, SC by pressing call-in number 2 on channel 32.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

NOTES:

230.0 PARMELE SUBDIVISION-KN

231.0 STATIONS AND LISTING DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
AA134.8	TARBORO SD	Parmelee	2519
AA144.0		9.2 Staton	
AA146.3	GREENVILLE IND SPUR	2.3 House	
AA149.7	NS RY	3.4 Greenville	
AA159.2		9.5 Ayden	
AA169.7		10.5 Dupont	
AA173.6	DUPONT SPUR END OF TRACK	3.9 Elmer	
38.7 MILES PARMELE TO ELMER			

231.1 DIAGRAM CROSS-REFERENCE

Table 213. Diagram Cross-Reference

Subdivision	Division	Page
Tarboro	Florence	91

231.2 ADDITIONAL STATIONS

Table 214. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Greenville Industrial Lead	AA147	Spur	South
Grifton	AA166	10	North

232.0 METHOD OF OPERATION

232.1 AUTHORITY FOR MOVEMENT

Table 215. Authority for Movement

Between Location/Mile Post	Rules
Parmelee, AA134.8 and AA136.0	93 See Note 1 & 2
AA136.0 and AA144.0	120-132
AA144.0 and AA152.0	93 See Note 1 & 2
AA152.0 and AA173.0	120-132
AA173.0 and AA173.6 (End of Track)	93 See Note 1 & 2

Notes:

1. Permission must be obtained from the "CE" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

232.2 DTC BLOCK LIMITS

Table 216. DTC Block Limits

Between Location/Mile Post	Block Names
Between Parmelee and Elmer	
AA136.0 and AA144.0	Blounts
AA152.0 and AA155.4	Greenville
AA155.4 and AA173.0	Elmer

233.0 SPEEDS

233.1 MAXIMUM AUTHORIZED SPEED

Table 217. Maximum Authorized Speed

Between Location/Mile Post	MPH
Parmelee, AA134.8 and AA170.1	40
AA170.1 and End of track, A173.6	10

233.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 218. Speed Restrictions

Between Location/Mile Post	MPH
AA146.0 and AA152.0	35
AA148.5 and AA150.2	20
AA154.7 and AA155.6	25
AA157.9 and AA159.9	25
AA166.0 and AA166.8	35
Proctor and Gamble Lead	10

Note:

1. 10 MPH on connection track between Parmelee Subdivision and Tarboro Subdivision.
2. All tracks, other than main tracks, 10 MPH.

234.0 EQUIPMENT RESTRICTIONS

1. Equipment Restrictions

Table 219 (Page 1 of 2). Equipment Restrictions

Location	Equipment	Restriction
Parmelee to AA170.1	4-Axle 6-Axle Wrecker	25 MPH
Track serving Lenco, AA167.1	Cars in excess of 60 feet	Must not operate

Table 219 (Page 2 of 2). Equipment Restrictions

Location	Equipment	Restriction
Greenville Ind. Spur, AA146.7	6 axle engines	Must not operate
Texas Gulf Plant Aurora, N.C.	6 axle engines	Must not operate

2. **Crangers, AA171.9** - No cars will be moved through or spotted under unloading shed on DuPont's tracks 3 and 4. Movements at these locations can only be made by Dupont employees.

235.0 INSTRUCTIONS RELATING TO OPERATING RULES

235.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossing At Grade

Table 220. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Greenville, AA150.0	NS	Stop Signs	98-F

235.100 ROAD CROSSINGS AT GRADE

1. Greenville -

- a) Trains operating over 4th Street, AA149.1 will not exceed a speed of 10 MPH.
- b) Arlington Blvd., AA150.5 must be protected by a flagman with radio when stopped or switching and must be promptly cleared for emergency vehicles.

235.104 SWITCHES

1. Trains enroute Parmele Subdivision - may leave wye track switch at Parmele on Tarboro Subdivision lined as last used.
2. Trains enroute Tarboro Subdivision - must leave wye track switch at Parmele on Tarboro Subdivision lined and locked for straight-away movement.

235.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 221. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Greenville Agency	0800-1600 Ex. Sat. and Sun.	32	Terminal
AA149.7	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher's call-in number is 3.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

236.0 MISCELLANEOUS INSTRUCTIONS

- Trains will operate on the Norfolk Southern Railway tracks between Greenville and Lee Creek via Chocowinty and Phosphate Junction and will be governed by timetables, rules and special instructions of the Norfolk Southern Railway.
- Conductors originating at Greenville, NC**, that operate between Greenville and Lee Creek will receive Release Form and Train Bulletins, if any, which are addressed to their train via omnifax machine in service in the office at Greenville. The Norfolk Southern operator at Chocowinty will transmit train orders and/or messages, if any, to the assignment going on duty at Greenville that operate between Greenville and Lee Creek and such transmission should take place before crews report for duty at that point. Documents so transmitted will be in the tray on top of the Omnifax machine for conductor's access. Train and engine service employees must confirm with each other that the transmitted documents do not have any irregularities. The conductor must obtain track warrant(s) and verify instructions from the NS train dispatcher at Greenville, SC. before occupying any portion of NS track. These instructions also apply to any other train originating at Greenville, NC to operate over any portion of NS trackage between Greenville and Lee Creek.
- Lee Creek - Safety Regulations** - Texas Gulf Chemical Co. As railroad employees entering Texas Gulf Chemical, we must be in compliance with their safety regulations while in their plant.
 - Safety glasses must be worn at all times.
 - Hard hats and disposable liners are provided by Texas Gulf and are located in a box along the lead track. These hard hats must be worn at any time railroad employees go beyond the track right of way, such as canteens, restrooms, etc.
 - T&E personnel, upon hearing the warning whistle sounded, will immediately insure that all members of their crew are aware of the warning and as soon as all the crew members are on the locomotives, they will depart the plant site a safe distance and stay on the locomotives until further instructions are received as to return to the plant after the "All Safe" notification is given, or to leave engines light and return to Greenville. Other employees, upon hearing the warning whistle, will leave the plant site immediately and remain at a safe distance until it is determined that it is safe to re-enter.
- Switching Proctor and Gamble Plant** - Crews working Proctor and Gamble Plant, off the Industrial Lead, AA146.8, must not enter the plant at Proctor and Gamble to set off, pick up or switch the plant tracks while holding on to any tank car, loaded or empty. Also it should be avoided taking engines inside the enclosed portion of Proctor and Gambles Warehouse.

NOTES:

240.0 PORTSMOUTH SUBDIVISION-PM

241.0 STATIONS LISTING AND DIGRAM

242.0 METHOD OF OPERATION

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SA1.7	NPBL	Portsmouth	
SA17.5	SUFFOLK SPUR	15.8 Suffolk	
SA20.8	NS	3.3 Kilby	5130
SA37.1		16.3 Franklin	
SA43.5		6.4 Hand	4498
SA54.1	MCVA RR	10.6 Boykins	
SA57.2		3.1 Branchville	4978
SA69.0		12.0 Seaboard	
SA75.9		6.7 Garysburg	4791
SA78.2	WELDON CONNECTION NORTH END SD	2.3 North Weldon	
76.5 MILES PORTSMOUTH TO NORTH WELDON			

241.1 DIAGRAM CROSS-REFERENCE

Table 222. Diagram Cross-Reference

Subdivision	Division	Page
North End	Florence	69

241.2 ADDITIONAL STATIONS

Table 223. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Chesapeake (TDSI)	SA5.5	Yard	Both
Suffolk Spur	SA18	Spur	North
Franklin	SA37.1	Yard	Both

242.1 AUTHORITY FOR MOVEMENT

Table 224. Authority for Movement

Between Location/Mile Post	Rules
Portsmouth, SA1.7 and SA5.2	93 See Note 1 & 2
SA5.2 and SA15.0	120-132
SA15.0 and SA20.4	93 See Note 1 & 2
SA20.4 and SA35.0	120-132
SA35.0 and SA38.6	93 See Note 1 & 2
SA38.6 and SA77.5	120-132
SA77.5 and North Weldon, SA78.2	265-272

Notes:

1. Permission must be obtained from the "BE" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

242.2 DTC BLOCK LIMITS

Table 225. DTC Block Limits

Between Location/Mile Post	Block Names
Between Portsmouth and North Weldon Connection	
SA5.2 and SA15.0	Bowers
SA20.4 and SA31.3	Carrsville
SA31.3 and SA35.0	Franklin
SA38.6 and SA43.1	Hand
SA43.1 and SA52.0	Boykins
SA52.0 and SA56.7	Branchville
SA56.7 and SA69.0	Seaboard
SA69.0 and SA77.5	Weldon

242.4 EXCEPTED TRACKS

1. Suffolk Spur
2. NPBL RR Co. Tracks:
 - a) Old CSXT Portsmouth Shop Track.
 - b) All tracks except main track.
 - c) Old CSXT Pinners Point Yard Ramp Tracks 1 through 5 and storage.
 - d) Berkley Yard Tracks 4, and 17 through 19.
3. The following Belt Line tracks are designated excepted tracks under FRA track safety standards, section 213.4. Operation over these tracks is restricted as following:

No placarded hazardous material car is to be left standing closer than 100 feet to any bridge or public road crossing.

- a) Speed shall not exceed 10 MPH.
- b) No revenue passenger train shall be operated.
- c) No more than five placarded hazardous material cars shall be moved at one time.
 - 1) PMT Lead
 - 2) Southgate Lead, 100 feet south of Elm Ave.
 - 3) CSXT - Old Connection
 - 4) CSXT - New Connection - TE
 - 5) CSXT - Tracks Nos 1 through 4
 - 6) CSXT - 135 - Wassum Track
 - 7) Vulcan Materials Lead
 - 8) Vulcan Materials Turnout
 - 9) CSX - North end crossover from old connection to main line
 - 10) CSX - South end crossover from old connection to main line

243.0 SPEEDS

243.1 MAXIMUM AUTHORIZED SPEED

Table 226. Maximum Authorized Speed

Between Location/Mile Post	MPH
Portsmouth, SA1.7 and North Weldon, SA78.2	49

243.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 227. Speed Restrictions

Between Location/Mile Post	MPH
SA0.0 and SA1.2	12
SA1.2 and SA2.7	20
SA2.7 and SA5.8	25
SA16.9 and SA18.9	25
SA36.8 and SA38.4	20
SA53.9 and SA54.4	20
SA68.6 and SA69.8	40
SA77.5 and SA78.2	45

Note:

1. All tracks, other than main track, 10 MPH.
2. 25 MPH on North Weldon Connection Track, SA77.5
3. The old CSXT Connection track speed is restricted to 5 MPH.

243.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between mile post SA9.0 and SA10.0.

244.0 EQUIPMENT RESTRICTIONS

Table 228. Equipment Restrictions

Location	Equipment	Restriction
Portsmouth, Va. Vulcan Materials Tracks Portsmouth Yard	6-Axle Engines	Must not operate
Entire Subdivision	Car series NAHX 61200- 61299 286,000 LB. GWR in unit grain trains (see note 1)	Must not Exceed 25 MPH
Boykins, Va. Beyond Highway #186 on North and South Legs of Wye	6-Axle Engines	Must not operate
Between SA34.0 and SA78.2	Trains which handle (4) Axle loaded cars with gross weight in excess of 270,000 up to 286,000	Must not exceed 25 MPH

Note:

1. These cars will be identified with the (R) restriction code on the train documentation.

245.0 INSTRUCTIONS RELATING TO OPERATING RULES

245.58 DEFECT DETECTORS

Table 229. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Kilby SA21.8	AD	East Side
Franklin SA41.2	AD	East Side - See Note
Margaret SA61.3	AD	West Side

Note: All trains required to work Ultra System Cogeneration Plant, MP SA41.2, must cut off clear of the defect detector at that location and are relieved from the requirements of CSX Operating Rule 58-F while engaged in switching operations for this industry.

245.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings at Grade

Table 230 (Page 1 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Portsmouth, SA2.1	N&P Belt Line	Auto- matic	234-B(3)
Suffolk, AB216.0 (Suffolk Spur)	NS	Stop Signs	98-F

Table 230 (Page 2 of 2). Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Suffolk, AB216.5 Suffolk Spur (Note)	NS	Remotely Controlled	234-B(2)

Note: Normally clear NS, 10 MPH for entire train between signals.

245.100 ROAD CROSSINGS AT GRADE

1. **Portsmouth** - Movements over Port Centre Parkway, SA0.3 and Seventh St., SA0.5 must be preceded by a flagman, when shoving movements are made.
2. **Suffolk** - Movements over all crossings must not be blocked while trains are picking up or setting off.
3. **Suffolk (Suffolk Spur)** - Hunter St., AB215.4, Madison Ave., AB216.0 and East Washington St., AB216.3, must be preceded by a flagman.
4. **Franklin** - Crews setting off, picking up, or holding the main track at Franklin, Va must not block High St., SA37.4 or Main St., SA37.2 in excess of 5 minutes.
5. **Boykins** - When working the NCVA RR interchange, insure automatic grade crossing protection devices are activated before proceeding over Highway 35 and Highway 186.

245.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 231. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SA17.5	Continuous	32	Wayside
SA48.7	Continuous	32	Wayside
SA83.8	Continuous	32	Wayside
Dispatcher (BE)	Continuous	94	Wayside

Note: BE Train Dispatcher's call-in number is 4.

BE Train Dispatcher's telephone No. is 1-800-445-5503.

246.0 MISCELLANEOUS INSTRUCTIONS**1. NPBL Railway, Portsmouth Va. -**

- a) Trains will not operate on NPBL trackage without permission from the NPBL yardmaster located at Berkley Yard and in addition will ascertain if any restrictions exists that may effect their train movement. CSX Operating Rule 420 will apply.
- b) The NPBL yardmaster at Berkley will monitor radio channel 58.
- c) The authority for movement on NPBL trackage between the CSX mainline and the NPBL Berkley Yard and the CSX mainline and the NPBL Port Norfolk Yard is CSX Operating Rule 93.
- d) Authority for movement on NPBL trackage that is other than main or signaled tracks is CSX Operating Rule 105.
- e) CSXT tracks in Portsmouth Shop Yard and Pinners Point Yard have been leased to NPBL R.R. Co.

f) All NPBL tracks are designated as FRA Class 1 tracks. Maximum allowable speed for freight trains is 10 MPH.

g) The switches of the Berkley Connection Track located at SA2.0 may be left lined and locked as last used.

h) Trains will move on the Berkley Connection Track expecting to find switches lined and locked against their movements.

2. **High Street, Franklin, Va.** - Cars must not be left standing within 60 feet of sidewalks

3. **Seaboard, NC, SA67.8** - Crews working the Union Camp Chip Mill will observe cars located on this track for both blue signals and moveable derails located on both end of cars.

4. **Portsmouth** - When cars are spotted inside the Trego plant the switch coming from the lead to Trego tracks 1 and 2 must be left lined and locked for Trego tracks 1 and 2.

NOTES:

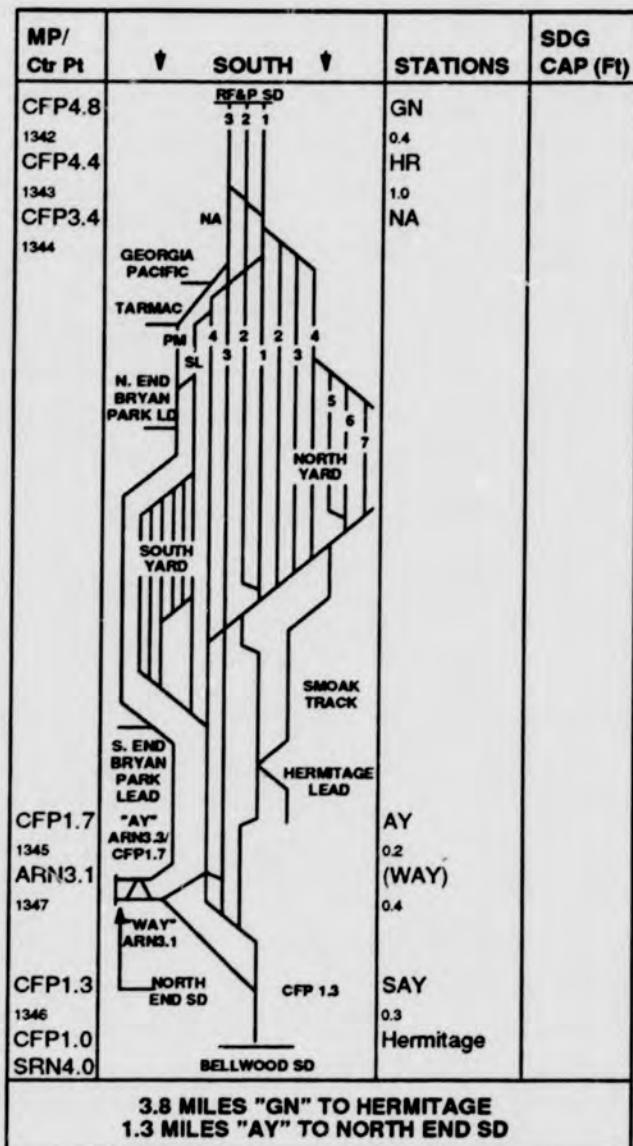
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250.0 RICHMOND TERMINAL SUBDIVISION - RM

251.0 STATIONS LISTING AND DIAGRAM

252.0 METHOD OF OPERATION



252.1 AUTHORITY FOR MOVEMENT

Table 233. Authority for Movement

Between Location/Mile Post	Rules
"GN" CFP4.8 and Hermitage, SRN4.0	265-272
"AY" ARN3.3/CFP1.7 and N.E. SD ARN2.0	265-272
ARN3.1 and CFP1.3 (So. leg of wye)	265-272

Note: Rule 93 will be the method of operation during signal suspension.

252.4 EXCEPTED TRACKS

1. Brown Distributors, CFP3.4
2. Georgia Pacific Leads, CFP3.4
3. William Byrd Press Track, CFP3.3
4. Massey Builders and Lone Star Leads, CFP2.9
5. All Bryan Park Terminal Tracks.
6. Coal Wharf Lead Track, all Bryan Park Industrial Tracks and Mitchell's Spur.
7. No. 4 Track south and South Wye and all Scotts Addition Industrial Tracks and Interbake Tracks.
8. All of Boulton area tracks and lead to Boulton, south of Seaboard Junction.
9. Richford Lead.
10. Taylor and Sledd Lead, Howard Distributors Lead and all Greendale area industrial tracks CFP4.7.

253.0 SPEEDS

253.1 MAXIMUM AUTHORIZED SPEED

Table 234. Maximum Authorized Speed

Between Location/Mile Post	MPH
"GN" CFP4.8 and "AY" CFP1.7/ARN3.3	40
"AY" CFP1.7/ARN3.3 and SRN4.0	40
"AY" CFP1.7/ARN3.3 and ARN2.0	50

Note: All tracks other than Main or Signal tracks - 10 MPH

253.2 SPEED RESTRICTIONS

Table 235 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	Psg'r. MPH	Other MPH
"GN" CFP4.8 and "NA" CFP3.4	---	25
"GN" CFP4.8 and "NA" CFP3.4 (#1 Advance)	25	25
"NA" CFP3.4 and WAY ARN3.1 (Passenger Main)	---	25
"NA" CFP3.4 and SRN4.0 (#3, #4 and Single Main)	25	25
ARN2.9 and ARN3.3 (#2 Main Track)	15	15

251.1 DIAGRAM CROSS-REFERENCE

Table 232. Diagram Cross-Reference

Subdivision	Division	Page
RF&P	Baltimore TT	Baltimore TTSI
Northend	Florence	69
Bellwood	Florence	13

Table 235 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
WAY ARN3.1 and SAY CFP1.3 (South Leg of Wye)	10	10

Note:

- Speed on tracks within Bryan Park Terminal facility must not exceed 5 MPH speed signs located 220 feet north of the south-end ice house and the north-end ice house. Speed on tracks within Bryan Park Terminal building must not exceed 2 MPH.

255.0 INSTRUCTIONS RELATING TO OPERATING RULES

255.36 SPRING SWITCHES

The following spring switches are identified by "SS" on targets;

- Southend switch of hand throw crossover between inbound and outbound engine tracks, southend Bryan Park Terminal. Normal position for inbound.

255.83-A TRAIN BULLETIN AND RELEASE FORM

Trains PO79 and PO81 must be cleared by the NS Train Dispatcher via omnifax message at Richmond (Greendale) before leaving to protect operation between Selma and Raleigh.

Train PO81 must obtain Train Bulletins and Release Form at Richmond (Greendale) to protect operation on the Aberdeen Subdivision.

255.104 SWITCHES

The hand operated split switch derail on the Northbound Bryan Park lead, northward movements from Bryan Park must have permission from the train dispatcher before operating the derail and switch, then be governed by signal indication.

255.280 SIGNAL NOT IN CONFORMITY WITH OPERATING RULE BOOK

Between "SAY" And "GN" Interlocking

All movements will be governed by Signal Indications and signals of color light type displaying the following aspects:

- Green/Red/Red, Green/Red or Green (High Signal) - Proceed, Name of signal: "Clear"
- Yellow/Green/Red, Yellow/Green - Proceed approaching the next signal not exceeding 25 MPH. Trains exceeding 45 MPH must at once reduce to 45 MPH. Name of signal: "Approach Medium"
- Red/Yellow/Red - Proceed not exceeding 25 MPH prepared to stop at next signal. Name of signal: "Medium Approach"
- Yellow/Red/Red, Yellow/Red or Yellow (High Signal) - Proceed prepared to stop at the next signal. Trains exceeding medium speed must at once reduce to that speed. Name of signal: "Approach"

- Red/Red/Yellow, Red/Yellow, Yellow (Dwarf Signal), or lunar aspect on any signal - proceed at restricted speed. Name of signal: "Restricting"
- Red/Red/Red, Red/Red, or Red - Stop. Name of signal: "Stop Signal"
- Red/Red/Green or Green (Dwarf Signal) - Not exceeding 15 MPH within interlocking limits, the proceed. Name of signal: "Slow Clear"
- Red/Green/Red or Red/Green/Red (Dwarf Signal) or Red/Green (Dwarf Signal) - Proceed not exceeding 25 MPH within interlocking limits, then proceed. Name of Signal: Medium Clear.

255.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 96.

Table 236. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Acca Yard	Continuous	32	Terminal
CQ Train Dispatcher	0700-2300 Mon-Fri	96	Wayside
AE Train Dispatcher	2300-0700 daily and all day Sat-Sun	96	Wayside
AE Train Dispatcher	Continuous	20	Wayside

Note: AE Train Dispatcher's call-in number is 3.

AE Train Dispatcher's telephone No. is 1-800-628-4703.

CQ Train Dispatcher telephone No. is 1-888-299-0030.

256.0 MISCELLANEOUS INSTRUCTIONS

- Locomotives** - RF&P 81-85 and 91 are equipped with non-alignment econtrol couplers.
- RF&P 301 through 335 (Ballast Cars)** - When empty must not be moved on the head end of train with a consist of more than 50 cars.
- Bryan Park Terminal** - A member of the crew of all out-bound movements must communicate with the Yardmaster at Acca Yard the engine number, if turned correctly and to what point they are destined. Movement from the North End of Bryan Park Terminal must not enter or foul the Switching Lead without specific authorization to do so.
- Old Boulton Lead Area Industrial Lead** - account rusty rail conditions, all train movements must stop and be preceded by a Flagman approaching Allen Street and Hermitage Road before fouling these crossings.
- Acca Yard** - All trains arriving Acca Yard must make arrangements to secure any cars that are set off with a minimum of two hand brakes. Additional hand brakes must be applied if necessary to hold cars. This also applies to yard engines who are handling trains on hours of service law or arriving from industrial areas.

All yard engines left unattended must be chained when practicable. Chains have been placed at locations in the yard where engines are usually left.

260.0 SOUTH END SUBDIVISION-SE

261.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
A119.9	NORTH END SD	Charlie Baker	
1261	TARBORO SD	1.6	
A121.7		DI	
1263		14.5	
A135.7	NS RY	Wilson	
	No. 1 No. 2	3.2	
A138.9		Contentnea	
1268	W&W SD	2.1	
A141.0		S. Contentnea	
1271		5.8	
A146.8	No. 1 No. 2	Aycock	
1272		4.2	
A151.2		Kenly	
1273	NS RY	10.0	
A161.2	No. 1 No. 2	Selma	
1276		3.2	
A164.4		N. Smithfield	
1278		7.6	
A172.0	No. 1 No. 2	Four Oaks	
1279		4.3	
A176.3		Alaska	
1280		9.7	
A186.0	DER RR	Dunn	
1282	No. 1 No. 2	8.6	12966
A194.6		S. Godwin	
1284		9.5	
A204.1		S. Beard	17442
1286	FT JCT	5.6	
A209.7	SPUR No. 1 No. 2	Fayetteville	
1288	A&R RR	9.1	
A218.8	VANDER SPUR	S. Hope Mills	
1292		4.1	
A222.9	RSN RR	Parkton	
	No. 1 No. 2	4.8	
A227.7		S. Rex	
1293		13.6	
A241.3	WILMINGTON SD	Pembroke	
1295		5.0	
A246.3		S Pembroke	
1296	No. 1 No. 2	2.6	
A248.9		Purvis	
1297		7.6	

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
A256.5		Hamill	13866
1298		5.7	
A262.2	ANDREWS SD	Dillon	
	No. 1 No. 2	0.8	7754
A262.8		Maple	
1301		6.4	
A269.4		S. Latta	
1303		6.1	
A275.5		S. Sellers	
1304	STONE SPUR	7.3	
A282.8		W N	
1306	CHARLESTON SD	9.9	
A292.7		Florence	
172.8 MILES CHARLIE BAKER TO FLORENCE			

261.1 D'AGRAM CROSS-REFERENCE

Table 237. Diagram Cross-Reference

Subdivision	Division	Page
North End	Florence	69
Tarboro	Florence	91
W&W	Florence	99
Wilmington	Florence	95
Andrews	Florence	5
Charleston	Florence	21

261.2 ADDITIONAL STATIONS

Table 238. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Fort Junction Spur	A209.2	Spur	North
Fort Junction	AE202.0	82	Both
Vander Spur	A209.2	Spur	South
Vander	AF218.0		
Hope Mills (#2)	A216.1	1	North
Buie	A236.5	2	North
Sellers (#1)	A273.4	27	South
Cordell	A276.1	10	Both
Stone Spur	A282.9	Spur	South
Winona (#2)	A283.8	9	North

262.0 METHOD OF OPERATION

262.1 AUTHORITY FOR MOVEMENT

Table 239. Authority for Movement

Between Location/Mile Post	Rules
A119.9 and Florence, A292.7	265-272

Note: Rules 265-272 are in effect on South Godwin, South Beard and Hamill signaled sidings.

262.3 SUSPENSION OF SIGNAL SYSTEM- (AND MOVEMENTS AGAINST CURRENT OF TRAFFIC)

Table 240. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
A124.0 and North End Crossover, S. Elm City, A130.6	Elm City
North End Crossover, S. Elm City, A130.6 and SEDT South Contentnea, A141.0	Wilson
SEDT, S. Contentnea A141.0 and NEDT Aycock A146.8	Lucama
NEDT, Aycock, A146.8 and SEDT Kenly, A151.0	Aycock
SEDT, Kenly, A151.0 and NEDT South Micro, A158.0	Kenly
NEDT, South Micro A158.0 and North End Crossover, N. Selma, A160.0	Allied
North End Crossover, N. Selma, A160.0 and SEDT North Smithfield, A164.4	Woodward
SEDT N. Smithfield A164.4 and NEDT Four Oaks A172.0	Smithfield
NEDT Four Oaks A172.0 and SEDT Alaska A176.3	Four Oaks
SEDT Alaska A176.3 and NEDT North Dunn A185.2	Benson
NEDT North Dunn A185.2 and North End Crossover South Dunn A188.5	Dunn
North End Crossover, South Dunn, A188.5 and SEDT Kay, A190.4	Kay
SEDT, Kay A190.4 and NEDT North Milan, A207.6	Wade
NEDT North Milan, A207.6 and North End Crossover, Fayetteville, A210.6	Fayetteville
North End Crossover, Fayetteville, A210.6 and SEDT South Hope Mills, A218.6	Hope Mills
SEDT, S. Hope Mills, A218.6 and NEDT South Rex, A227.7	Parkton
NEDT, South Rex, A227.7 and SEDT Cromartie, A233.8	Cromartie
SEDT, Cromartie A233.8 and NEDT South Pembroke, A243.2	Buie
NEDT, S. Pembroke, A243.2 and, SEDT Purvis, A248.7	Elrod
SEDT Purvis, A248.7 and NEDT, South Latta, A269.4	Rowland
NEDT South Latta, A269.4 and, SEDT South Sellers, A275.5	Sellers

Table 240. Suspension of Signal System-(and Movements against Current of Traffic)

Between Location/Mile Post	Block Names
SEDT South Sellers A275.5 and NEDT WN A282.8	Pee Dee
NEDT, WN A282.8 and, North End Crossover Mars Bluff, A286.3	Mars Bluff
North End Crossover, Mars Bluff, A286.3 and Florence, A292.7	Florence

Note: Yard limits would be established Between Mile Post A119.9 and A124.0

262.4 EXCEPTED TRACK

1. **Vander Spur** - between MP AF210.0 and MP AF218.0 including Becker lead.
2. **Florence Yd** - Car Shop Tracks 1, 2, 3, 4, 5, 6, 7 and 8.

263.0 SPEEDS

263.1 MAXIMUM AUTHORIZED SPEED

Table 241. Maximum Authorized Speed

Between Location/Mile Post	MPH
Charlie Baker, A119.9 and Florence, A292.7	79

263.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 242. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
Entire Subdivision Intermodal Trains	---	70
Entire Subdivision Other than Passenger and Intermodal Trains	---	60
Both Tracks		
A119.9 and A120.1	40	40
No. 2 Track		
A120.1 and A121.7	60	40
Both Tracks		
A124.4 and A125.4	70	---
A129.1 and A129.9 (Pertains to Entire Train)	---	50
A135.1 and A136.9	50	50
A138.9 and A139.3	60	60
No. 1 Track		
A146.8 and A151.0	70	60
Single Track		
A152.6 and A153.0	70	---
No. 1 Track		
A157.9 and A164.4	70	45

Table 243. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
A160.9 - Selma		
Movements on Connection Track between South End SD and NS RR	25	25
Single Track		
A164.6 and A165.1	60	60
A165.1 and A169.4	70	---
No. 1 Track		
A172.0 and A176.3	70	60
Single Track		
A179.4 and A180.3 Sunrise to Sunset	45	45
A179.4 and A180.3 Sunset to Sunrise	55	55
Both Tracks		
A185.2 and A187.3	45	45
No. 1 Track		
187.3 and A190.4	70	45
Single Track		
A207.4 and A207.6	60	60
No. 2 Track		
A207.6 and A208.6	60	60
A208.6 and A209.0	45	45
No. 1 Track		
A207.6 and A209.0	45	45
Both Tracks		
A209.0 and A209.7	35	35
A209.7 - Movements over Hay Street	25	25
A209.7 and A210.1	35	35
A210.1 and A210.8	40	40
A210.8 and A216.1	70	---
No. 2 Track		
A216.1 and A218.6	60	60
No. 1 Track		
A216.1 and A218.4	60	60
A218.4 and A218.6	45	45
Single Track		
A218.6 and A219.1	60	60
No. 1 Track		
A227.7 and A233.8	70	60
A240.7 and A241.4 (0700 to 2200)	50	50
A241.0 - Pembroke		
Movements through turnouts and on connection track between Wilmington Subdivision and South End Subdivision	30	30

Table 244. Speed Restrictions

Between Location/Mile Post	Psg. MPH	Other MPH
No.1 Track		
A243.2 and A248.9	70	60
A262.9 - Dillon		
Movements on connection track between Andrews SD and South End SD	35	35
Single Track		
A268.1 and A269.1	60	50
No. 1 Track		
A269.4 and A275.5	70	60
Single Track		
A279.0 and A282.8	40	40
Both Tracks		
A282.8 and A283.3	40	40
A292.2 and A292.7	25	25
Signaled Sidings		
South Godwin	70	60
South Beard	70	60
Hamill	45	40

Note:**1. Fayetteville -**

a) Do not exceed 10 MPH while operating over lead tracks, ladder tracks, or yard tracks in old Fayetteville Yard.

b) Between NS Jct. and Franklin St. 10 MPH.

2. Movement must not exceed four (4) MPH when switching at ESSROC Cements trackage A168.9 when handling or holding cars other than cars destined to or from ESSROC Cement.

3. All tracks other than main and signal tracks 10 MPH.

4. All yard tracks at Rocky Mount, NC are restricted to 10 MPH.

263.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

A126.0 and A127.0	A203.0 and A204.0
A211.0 and A212.0	A274.0 and A275.0
A289.0 and A290.0	

264.0 EQUIPMENT RESTRICTIONS**1. Equipment Restrictions**

Table 245. Equipment Restrictions

Location	Equipment	Restriction
Florence: Car shop track numbers 1,2,3, 5,7, and 8	6-Axle Engines	Must not operate.

2. **Sellers** - Engines in multiple control and single 6-axle engines must not enter Quality Lumber track, A273.4, beyond beginning of curve in that track. Switching beyond that point with multiple or 6-axle engines must be accomplished holding to sufficient cars to keep engines from entering curve.

265.0 INSTRUCTIONS RELATING TO OPERATING RULES

265.58 DEFECT DETECTORS

Table 246. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Elm City A128.2	AD	Both Sides
Lucama A145.6	AD	East Side
Smithfield A165.9	AD	East Side
Benson A179.6	AD	East Side
Wade A200.5	AD	East Side
Parkton A221.2	AD	East Side
Elrod A242.4	AD	East Side
Dillon A260.4	AD	East Side
Sellers A275.9	AD	East Side

265.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings At Grade

Table 247. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Wilson, A136.5	NS	Remotely Controlled	234-B(2)
Selma, A161.2 *	NS	Automatic	234-B(3)
Fayetteville, A209.5	CSX	Remotely Controlled	234-B(2)
Fayetteville, A210.6	A&R	Remotely Controlled	234-B(2)
Fayetteville (Holts Mill Lead)	A&R	Stop Signs	98-F
Fayetteville	NS (South leg of wye Russell Street)	Stop signs	98-F
Pembroke, A241.3	CSX	Remotely Controlled	234-B(2)
Maple, A262.8	CSX	Remotely Controlled	234-B(2)

* See 225-706-A

265.100 ROAD CROSSING AT GRADE

1. *Wilson -

- a) Yard engines will not move across Herring Avenue from 1201 to 1300.
- b) Vance Street is a fire lane and must not be blocked.

2. Selma -

- a) *East Anderson St. and South Pollock St. must not be blocked in excess of 5 minutes.
- b) All trains must stop and flag crossing at Preston Street A161.4 when using side track at Selma, N.C. account rusty rail.

3. Dunn -

- a) *Edgerton, Broad, and Cumberland Streets must not be blocked in excess of 5 minutes. All other streets must not be blocked in excess of 10 minutes.
- b) Fayetteville St. on the DER, must be preceded by a flagman.

4. *Fayetteville -

- a) River and Underwood Roads must not be blocked at any time.
- b) All movements on Vander Spur over Ray Ave. Extension, Franklin St., West Russell St., and Maxwell St., including movements to and from Old Fayetteville Yard must be preceded by a flagman.
- c) Blount St. must be preceded by a flagman when such movements are in old Fayetteville Yard.

Note: *Denotes city ordinance

265.104 SWITCHES AND DERAILS

1. Switches equipped with electric locks without release mechanism located at the following points cannot be unlocked unless the main track is occupied:
 - a) J.G. Williams Co., A166.0
 - b) Mac Page, A187.1
2. **Vander** -Becker lead switch will be left lined for movements on this lead.
3. Switches will be left lined and locked for straight-away movement at the following locations:
 - a) Fort Junction Spur
 - b) Vander Spur
 - c) Becker Lead
4. Derails have been placed at locations listed below in Rocky Mount Yard. These derails will be used by the mechanical department in connection with Blue Flag protection. When these derails are not in use by the mechanical department, they will be locked in the "off" position and locked by a mechanical department lock. These derails are for the use of the mechanical department only. The permanent derails are located at the following locations in Rocky Mount Yard:
 - a) North end of A01 - 36 feet south of the North Bound Dwarf Signal at "DI"
 - b) North end of A02 extension, 30 feet South of the hand throw crossover North of "CO".

- c) South end of A30 track, 20 feet North of A29 - A30 crossover.

265.105 USE OF SPECIFIED TRACKS

1. **Fayetteville, Joint Tracks** - NS Railway trains must protect against eastward CSX movements before fouling CSX main track at NS Junction. The track between NS Junction and Franklin St. is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH.
2. **Fort Junction Spur** - Between Fayetteville and Fort Junction is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH.
3. **Vander Spur** - Between Vander and Fayetteville is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 mph.
4. **Stone Spur, A282.9** - is classified as track other than main track and trains will be governed by Rule 105, not exceeding 10 MPH.

265.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 248. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
A121.0	Continuous	32	Wayside
South Rocky Mount Yard	Continuous	32 & 12	Terminal
A158.0	Continuous	32	Wayside
Milan Yard Office	Ex. Sun 0759-2359	32 & 66	Terminal
A208.5	Continuous	32	Wayside
A241.3	Continuous	32	Wayside
A262.2	Continuous	32	Wayside
Florence	Continuous	66	Terminal
Florence	Continuous	32	Wayside
Dispatcher (AD)	Continuous	84	Wayside

Note:

1. AD Train Dispatcher's call-in number is 4.
AD Train Dispatcher's telephone No. is 1-800-628-4725.
2. South Rocky Mount Terminal operations will be on AAR Channels 12/96 and for yard operations engines radios should be set to 12/96.

265.706-A NON-INSULATED OTE AT AUTOMATIC AND REMOTELY CONTROLLED RAILROAD CROSSINGS AT GRADE

At Selma, N.C. A161.2 operating rule 706-A, item 2 is changed to read - "At an automatic railroad crossing, movement over this crossing will be governed by operating Rule 234-B(3).

266.0 MISCELLANEOUS INSTRUCTIONS

1. **Selma, N.C., A160.8** all cars set off in Norfolk Southern interchange track must be left properly secured south of the "YELLOW" painted cross tie which is located 150 feet south of derail protecting #2 main track.
2. **Dixon** - When cars are placed on south side of Dixiana Mill, the concrete walkway on south side of building must be left unobstructed.
3. **Stone Container Co., Stone, SC, AHH286** - On the Winona-Stone Spur, a gate is equipped with blue flag/blue light at head of wood yard lead to protect conditions beyond that point. When necessary for switching to be performed on wood yard lead and blue flag/blue light is displayed at head of wood yard lead, conductor will contact shipping supervisor who will have temporary blue flag placed at location of condition being protected, after which blue flag/blue light will be removed from the head of the track. All shoving movements at Stone Container must be protected by a member of crew riding lead end of leading car in movement. Engines must not operate over chip unloading pit at Stone Container Company.

Stone Container has installed manually controlled crossing gates to protect both grade crossings in Paper Mill Wood Yard. Each gate is secured in the "up" position with a safety chain to prevent the gates from dropping in the event of a power failure. The control switch is located near the crossing on a post at the chipper controlling the chip track crossing and on the side of the foreman office controlling the pulpwood track crossing. The gates will be lowered to provide crossing protection and will be raised and secured with safety chains when switching is completed and crossing protection is no longer needed. The gates will not be left down more than a reasonable time without being raised to afford free passage of pedestrians and vehicular traffic in accordance with Operating Rules 100 through 100-D. The conductor will be held responsible for knowing that the gates are being properly used and will direct trainmen accordingly. Hard hats are provided by Stone Container Co. for use by CSX crews switching its plant. The hard hats are placed in the shack at the industry. The use of hard hats in the wood yard area is mandatory.

NOTES:

NOTES:



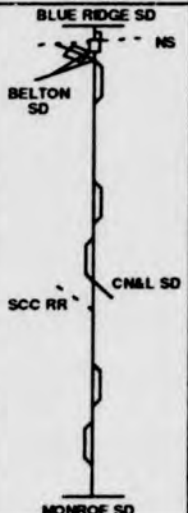
NOTES:

270.0 SPARTANBURG SUBDIVISION-S3

271.0 STATION LISTING AND DIAGRAM

272.2 DTC BLOCK LIMITS

Between Parke Junction and Spartanburg

MP/ Ctr Pt	 SOUTH 	STATIONS	SDG CAP (Ft)
AK593.7		Spartanburg	6635
AK586.7		6.0 Roebuck	
AK574.4		12.3 Woodruff	
AK570.1		4.3 Kilgore	5935
AK561.6		8.5 Ora	6048
AK554.7		6.9 Laurens	
AK553.8		0.9 Irby	7197
AK542.1		11.7 Waterloo	5831
AK529.9		12.2 Parke Jct	
63.8 MILES SPARTANBURG TO PARKE JCT.			

271.1 DIAGRAM CROSS-REFERENCE

Table 249. Diagram Cross-Reference

Subdivision	Division	Page
Monroe	Florence	63
Belton	Florence	17
Blue Ridge	Appalachian	Appalachian TT
CN&L	Florence	31

271.2 ADDITIONAL STATIONS

Table 250. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Kearney	AK564.3	51	Both

272.0 METHOD OF OPERATION

272.1 AUTHORITY FOR MOVEMENT

Table 251. Authority for Movement

Between Location/Mile Post	Rules
AK529.9 and AK590.4	120-132
AK590.4 and AK593.7	105

Table 252. DTC Block Limits

Between Location/Mile Post	Block Names
AK529.9, Parke Junction and AK534.0, Auld Road Crossing	Parke Jct.
AK534.0, Auld Road Crossing and AK542.2, South Switch Waterloo Siding	Coronaca
AK542.2, South switch Waterloo siding and AK549.0, Maddens Defect Detector	Waterloo
AK549.0 Maddens Defect Detector and AK553.1, South Switch Irby siding	Maddens
AK553.1, South Switch Irby siding and AK555.2, Flemming Street	Irby
AK555.2, Flemming Street and AK557.9	Laurens
AK557.9 and AK561.0, South Switch Ora siding	Hunter
AK561.0, South switch Ora siding and AK569.5, South switch Kilgore siding	Ora
AK569.5, South switch Kilgore siding and AK577.3, Simmons Road crossing	Kilgore
AK577.3, Simmons Road crossing and AK585.6, South switch Roebuck siding	Tyger
AK585.6, South switch Roebuck siding and AK590.4, South End Spartanburg.	Roebuck

273.0 SPEEDS

273.1 MAXIMUM AUTHORIZED SPEED

Table 253. Maximum Authorized Speed

Between Location/Mile Post	MPH
Parke Junction and Spartanburg	40

273.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance

Table 254 (Page 1 of 2). Speed Restrictions

Between Location/Mile Post	MPH
AK529.8 and AK530.7	30
AK537.0 and AK537.2	25
AK553.0 and AK554.5	35
AK554.5 and AK554.7	25
AK554.7 and AK556.3	35
AK557.5 and AK557.9	30
AK562.8 and AK563.0	35
AK566.4 and AK567.1	35
AK573.8 and AK574.2	20
AK574.2 and AK575.7	25

Table 254 (Page 2 of 2). Speed Restrictions

Between Location/Mile Post	MPH
AK575.7 and AK587.0	35
AK587.0 and AK590.4	30
AK590.4 and AK591.6	25
AK591.6 and AK593.7	15

Note: Spartanburg, 15 MPH between Crescent Avenue and Cleveland Street, Z276.7

Note: All tracks other than main tracks 10 MPH except Roebuck which will be governed by Operating Rule 46 not exceeding 25 MPH.

273.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post locations listed below:

AK587 and AK588

274.0 EQUIPMENT RESTRICTIONS

Table 255. Equipment Restrictions

Location	Equipment	Restriction
Bridge AK537.0-537.2	6-Axle Engines	10 MPH
	4-Axle Wreckers	5 MPH
	6-Axle Wreckers	15 MPH
	Cars weighing 251,001-270,000 lbs.	10 MPH

275.0 INSTRUCTIONS RELATING TO OPERATING RULES

275.1 STANDARD CLOCKS

Table 256. Standard Clocks

Station	Location
Spartanburg	Yard Office

275.58 DEFECT DETECTORS

Table 257. Defect Detectors

Mile Post/Location	Type	Location of Indicators/ Personnel Reading Charts
Maddens, AK549.0	AD	West Side
Woodruff, AK 572.0	AD	West Side

275.83-A TRAIN BULLETIN AND RELEASE FORM A

Trains originating Spartanburg enroute Columbia, Abbeville, Greenville and Belton must secure train bulletins and release forms applying to the subdivisions the train will operate over before leaving Spartanburg.

275.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

275.100 ROAD CROSSINGS AT GRADE

Woodruff, AK573.8 and AK575.1 - Street crossings must be flagged during switching operations.

275.105 USE OF SPECIFIED TRACK

Spartanburg, SC - Henry Street lead - The track between AK590.4 and AK593.7 is classified as track other than main track and trains will be governed by Operating Rule 105. Northward trains passing Roebuck will contact Spartanburg yard for instructions.

Spartanburg, SC - Evins Street lead - The track between AK593.7 / Z277.0 and Z275.0 is classified as track other than main track and trains will be governed by Operating Rule 105. Southward trains passing Forster will contact Spartanburg yard for instructions.

275.277 SELF RESTORING SWITCHES

1. There is a self restoring, power operated switch located at AK557.9 with normal position lined for straight away movement to the CN&L Subdivision. Operating Rule 277 governs at this switch.

275.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 258. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
AK558.5	Continuous	32	Wayside
AK574.4	Continuous	32	Wayside
AK592.7	Continuous	32	Wayside
Spartanburg	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher Call-In No. is 2.

CE Train Dispatcher telephone No. is 1-800-445-5518.

276.0 MISCELLANEOUS INSTRUCTIONS

1. Unless otherwise instructed, cars will be positioned in train leaving terminals and when picked up on line of road so that tonnage behind intermodal or auto rack cars, either loaded or empty, does not exceed 5,000 gross tons.
2. All movements through the tunnel located in Spartanburg will be made at Restricted Speed.
3. Due to the sale of Laurens yard and Greenville subdivision, derailed cars have been placed on the north yard lead at Laurens yard, the old Greenville mainline (north leg wye) and (south leg wye) protection to prevent the Carolina Central Railroad from fouling CSX mainline.
4. Due to clearance and weight limitations excessive dimension loads with total weight exceeding 350,000 lbs. are not permitted over the south wye bridge at Carolina Piedmont Division Railroad at Laurens Yard.

280.0 TARBORO SUBDIVISION-PY

281.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
ABC186.5	END OF TRACK	Plymouth	1915
ABC177.1	WEYENHAE- USER LEAD	11.5 Jamesville	
ABC152.2	RIVER SPUR (WILLIAMS)	24.9 Parmele	
ABC143.7	PARMELE SD	8.5 Conetoe	
ABC135.2		8.5 Tarboro	
AB135.2		6.5 Kingsboro	3424
AB128.6		8.0 S. Rocky Mt.	
AB120.6	SOUTH END SD		
68.0 MILES PLYMOUTH TO S. ROCKY MT.			

281.1 DIAGRAM CROSS-REFERENCE

Table 259. Diagram Cross-Reference

Subdivision	Division	Page
Parmele	Florence	75
South End	Florence	83

281.2 ADDITIONAL STATIONS

Table 260. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Poe Siding	ABC165	58	Both

282.0 METHOD OF OPERATION

282.1 AUTHORITY FOR MOVEMENT

Table 261. Authority for Movement

Between Location/Mile Post	Rules
S. Rocky Mount, AB120.6 and AB124.5	93 See Note 1 & 2
AB124.5 and ABC151.4	120-132
ABC151.4 and ABC153.0	93 See Note 1 & 2
ABC153.0 and ABC185.2	120-132
ABC185.2 and Plymouth, ABC186.5	105

Notes:

1. Permission must be obtained from the "CE" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

282.2 DTC BLOCK LIMITS

Table 262. DTC Block Limits

Between Location/Mile Post	Block Names
Between Plymouth And South Rocky Mt.	
AB124.5 and ABC135.2	Kingsboro
ABC135.2 and ABC151.4	Conetoe
ABC153.0 and ABC185.2	Plymouth

283.0 SPEEDS

283.1 MAXIMUM AUTHORIZED SPEED

Table 263. Maximum Authorized Speed

Between Location/Mile Post	MPH
S. Rocky Mount, AB120.6 and ABC186.5	40

283.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 264. Speed Restrictions

Between Location/Mile Post	MPH
AB134.5 and ABC136.6	20
ABC136.6 and ABC136.8	20
ABC143.0 and ABC144.0	30
ABC148.8 and ABC148.9	20
ABC155.0 and ABC156.0	15
ABC166.3 and ABC166.8	30
ABC184.8 and ABC184.9	10

Note:

1. 10 MPH on Connection Track between Tarboro Subdivision and Parmele Subdivision at Parmele, ABC152.2.
2. All tracks, other than main track, 10 MPH.

283.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between mile post AB124.0 and AB125.0.

284.0 EQUIPMENT RESTRICTIONS

Table 265. Equipment Restrictions

Location	Equipment	Restriction
Old East Carolina track ABC136.4	6 axle engines	Must not operate
River Spur ABC166.1	6 axle engines	Must not operate

285.0 INSTRUCTIONS RELATING TO OPERATING RULES**285.58 DEFECT DETECTORS**

Table 266. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Mildred ABC139.4	AD	West Side

285.100 ROAD CROSSINGS AT GRADE

Williamston - Movements over Washington and Horton Streets must be preceded by a flagman.

285.104 SWITCHES

1. Trains enroute Parmele Subdivision may leave wye track switch at Parmele on Tarboro Subdivision lined as last used. Trains must approach these switches prepared to stop and know that they are properly lined for desired route.
2. Trains enroute Tarboro Subdivision must leave wye track switch at Parmele on the Tarboro Subdivision lined and locked for straight-away movement on the Tarboro Subdivision.

285.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 267. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
So. Rocky Mount Yard	Continuous	32 & 66	Terminal
AB121.0	Continuous	32	Wayside
ABC167.0	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher's call-in number is 3.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

NOTES:**NOTES:**

290.0 TERRELL SUBDIVISION-TR

291.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
SFE24.0	PLANT MARSHALL YD-DUKE POWER	Terrell	
SFE7.8	NS RY COWANS FORD SPUR	16.2 Cowans Ford	
SFE4.7	RIVER BEND SPUR	3.1 River Bend	
SFE0.0	CHARLOTTE SD	4.7 Mount Holly	
24.0 MILES TERRELL TO MOUNT HOLLY			

291.1 DIAGRAM CROSS-REFERENCE

Table 268. Diagram Cross-Reference

Subdivision	Division	Page
Charlotte	Florence	27

292.0 METHOD OF OPERATION

292.1 AUTHORITY FOR MOVEMENT

Table 269. Authority for Movement

Between Location/Mile Post	Rules
SFE0.2 and SFE24.0	120-132
SF341.5 Mount Holly and SF344.4 north switch Duke siding on the main track of the Charlotte SD; and between Mount Holly SFE0.0, and 50 feet north of the Mt. Holly Railroad crossing at grade SFE0.2 on the main track of the Terrell SD.	120-132

292.2 DTC BLOCK LIMITS

Table 270. DTC Block Limits

Between Location/Mile Post	Block Names
Between Mount Holly And Terrell	
SFE0.2 and SFE13.0	Cowans Ford
SFE13.0 and SFE24.0	Marshall
SF341.5 Mount Holly and SF344.4 north switch Duke siding on the main track of the Charlotte SD; and between Charlotte SD connection track switch Mount Holly SFE0.0 and 50 feet north of the Mount Holly railroad crossing at grade, SFE0.2, on the main track of the Terrell SD.	Mount Holly

293.0 SPEEDS

293.1 MAXIMUM AUTHORIZED SPEED

Table 271. Maximum Authorized Speed

Between Location/Mile Post	MPH
Mount Holly and Terrell	25

293.2 SPEED RESTRICTIONS

Table 272. Speed Restrictions

Between Location/Mile Post	MPH
SFE0.0 and SFE1.4	10
SFE7.3 and SFE7.4	10

Note:

1. Train movements on storage tracks north of the dumper at Plant Marshall at Terrell will not exceed 5 MPH.
2. All tracks, other than main and signaled tracks, 10 MPH.

295.0 INSTRUCTIONS RELATING TO OPERATING RULES

295.103 SWITCHING

Terrell - Catching and coupling empty cars, Duke Power Plant, must be effected between signs located just north of a dumper, approximately 300 feet apart on tangent track reading: "No Coupling Beyond This Point."

295.104 SWITCHES

Cowan Ford Spur, SFE7.8 - Switches will be left lined and locked for straight-away movement.

River Bend Spur, SFE4.7 - Switches will be left lined and locked for straight-away movement.

295.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 273. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
SFE19	Continuous	32	Wayside
Dispatcher (AP)	Continuous	94	Wayside

Note: AP Train Dispatcher call-in number is 3.

AP Train Dispatcher telephone No. is 1-800-628-4704.

296.0 MISCELLANEOUS INSTRUCTIONS

1. Terrell - Duke Power Co. - NS railway and CSX trains will jointly use Plant Marshall yard tracks at Terrell and have equal rights and authority. Trains will approach "Stop" sign located at entrance to Plant Marshall, SFE23.8, at restricted speed prepared to stop and will stop before passing "Stop" sign. Further movement will not be made until it is known there is no conflicting movement on diverging route.

NOTES:

NOTES:

300.0 WILMINGTON SUBDIVISION-WM

301.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Fl)
SE354.0	END OF MAIN TRACK	DAVIS YD Davis Yard	
SE346.3	FEDERAL LD	13.0 Acme	
SE337.8		8.5 East Arcadia	10200
SE311.2		26.6 Bladenboro	10350
SE297.2	DUART SPUR	14.0 Lumberton	
SE285.7		11.5 Pembroke	
SE280.1	SOUTH END SD	5.6 Wilkes	10372
SE276.0		4.1 Maxton	
SE269.1	L&S	6.9 Laurinburg	
SE267.2	L&S	1.9 Elmore	10200
SE254.0	HAMLET YARD	13.2 East Junction	
SE252.6	MONROE SD	1.4 M-C Junction	
99.9 MILES DAVIS YARD TO M-C JUNCTION			

301.1 DIAGRAM CROSS-REFERENCE

Table 274. Diagram Cross-Reference

Subdivision	Division	Page
South End	Florence	83
Hamlet Terminal	Florence	51

301.2 ADDITIONAL STATIONS

Table 275. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Cape Fear Spur	SE354.6	Spur	Both
Rosindale	SE326.9	50	Both
Clarkton	SE318.9	28	Both
Abbottsburg	SE314.6	13	South
Duart Spur	SE297.6	Spur	North
Lumberton	SE297.2	47	Both
Lowe	SE291.5	50	Both
McNairs	SE274.6	Yard	Both

Table 275. Additional Stations

Station	Mile Post	Car Capacity	Switch Opening
Landmark	SE273.4	Yard	Both
Dixie	SE270.6	63	Both

302.0 METHOD OF OPERATION

302.1 AUTHORITY FOR MOVEMENT

Table 276. Authority for Movement

Between Location/Mile Post	Rules
End Of Track, SE359.0 and SE354.0	105
SE354.0 and SE299.8	120-132
SE299.8 and SE294.8	93 See Note 1 & 2
SE294.8 and East Jct., SE254.1	120-132

Notes:

1. Permission must be obtained from the "AP" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 1 must not be occupied without written authority as prescribed by Rule 704.

302.2 DTC BLOCK LIMITS

Between East Junction And Davis Yard

Table 277. DTC Block Limits

Between Location/Mile Post	Block Names
SE254.1 and SE257.5	Hamlet
SE257.5 and SE268.1	Laurel Hill
SE268.1 and SE274.0	Elmore
SE274.0 and SE281.0	Maxton
SE281.0 and SE285.6	Pates
SE285.6 and SE294.8	Pembroke
SE299.8 and SE311.1	Butters
SE311.1 and SE327.2	Bladenboro
SE327.2 and SE336.8	Rosindale
SE336.8 and SE343.4	East Arcadia
SE343.4 and SE347.7	Acme
SE347.7 and SE354.0	Cape Fear

303.0 SPEEDS

303.1 MAXIMUM AUTHORIZED SPEED

Table 278. Maximum Authorized Speed

Between Location/Mile Post	MPH
SE254.1 and SE354.0	49

303.2 SPEED RESTRICTIONS

Bold MPH denotes city ordinance.

Table 279. Speed Restrictions

Between Location/Mile Post	MPH
SE254.1 and SE254.7	25
SE275.2 and SE276.5	35
SE285.2 and SE285.7(0700-2200)	45
SE285.8 and SE354.0	40
Through Turnouts and on Conn. Track between Wilmington SD and South End SD at Pembroke SE285.7	30
SE295.0 and SE298.8	30
Duart Spur Lumberton and SEA298.0	10
Duart Spur SEA311.1 and SEA311.3	10
AC245.9 and AC246.0 (Hilton Drawbridge)	25
AC248.2 and AC248.3 Navassa Bridge	25
Hilton Yard Switch and Almont Shipping Co. Tracks	10
Fernside ACB246.3 and ACB246.4	10
Beltline ACB246.4 and ACB249.9	20
ACB249.9-Curve, Trains enroute Davis Yard	15
ACB249.9-Curve, Trains enroute State Port	10

Note:

1. All yard tracks at Davis Yard are restricted to 10 MPH.
2. Do not exceed 10 MPH on the Malmo Spur Track from Davis Yard to Sunny Point Interchange Yard.
3. Do not exceed 10 MPH on the Dixie Cement Spur track from the high stand switch at Smith Creek to the end of the track.

303.8 ENGINE SPEED INDICATORS AND ODOMETERS

Engine speed indicators, odometers and RDU equipment must be checked between the first encountered mile post location listed below:

SE256.0 through SE259.0

SE350.0 through SE353.0

304.0 EQUIPMENT RESTRICTIONS**1. EQUIPMENT RESTRICTIONS**

Table 280. Equipment Restrictions

Location	Equipment	Restriction
CP&L Lead SE299.8	Multiple units	Must not operate beyond the second crossing
Old VS&C Conn. and Wye SE297.2	Multiple units	Must not operate.
Duart Spur	multiple units	Must not operate
Federal Yd A&B Tracks	Multiple units	Must not be used to pickup or setoff.
Kaiser Siding	Multiple units	Must not operate
Arcadian Plant	Locomotives	Must not operate

2. Koch Sulphur- With the exception of tank cars, equipment will not operate beyond the northwest corner of wooden cooling tower adjacent to track N0. 3. Inbound cars listed to this track will be left coupled together for the industry to spot. Outbound cars from this track will be left by the industry where they may be coupled to without having to pull the cars by this spot. If the industry leaves car(s) where CSX will have to couple to pull them by this loading platform, crews will secure cars not clear of this platform so as not to move them and leave car(s) not cleared the platform, making notation on Form 6507.

305.0 INSTRUCTIONS RELATING TO OPERATING RULES**305.58 DEFECT DETECTORS****1. DETECTOR LOCATIONS**

Table 281. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Personnel Reading Charts
Laurinburg SE266.0	AD	East Side
Pembroke SE283.4	AD	East Side
Bladenboro SE304.4	AD	West Side
Rosindale SE324.6	AD	East Side
Acme SE341.3	AD	East Side

2. Northward trains required to stop clear of High School Road, and thus over the defect detector, located at SE283.4, will be relieved from the requirements of Operating Rule 59-D, section (d), but when this occurs, a running inspection will be made immediately after passing the detector.

305.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

1. Drawbridges

- a) **North East Cape Fear River (Hilton Bridge), AC245.9**, manned 0630-2230. Trains will approach stop signs, located approximately 100 feet from end of approach structures, prepared to stop, and will stop before reaching stop sign, unless granted permission to proceed from bridge tender via radio or given a proceed signal with a green flag by day and green light by night.
- b) **Cape Fear River (Navassa Bridge), AC248.2**, manned continuously. Trains will approach derail located 250 feet south of structure prepared to stop, checking derail. Trains will stop before reaching stop signs unless granted permission to proceed by bridge tender, via radio or given a proceed signal with a green flag by day and a green light by night. Derail will be locked off rail when drawbridge is down. Derail will be locked on the rail when drawbridge is open or unattended.

2. Railroad Crossings At Grade

Table 282. Railroad Crossings at Grade

Location	Railroad	Protection	Rule
Pembroke, SE285.7	CSX	Remotely Controlled	234-B(2)
Laurinburg, SE269.2	L&S	Non-electrically locked gates	98-C

305.100 ROAD CROSSINGS AT GRADE

1. **Elmore** - Elmore Road, SE266.1, Fieldcrest Road, SE266.3, and Turnpike Road, SE267.5, must not be blocked for more than 20 minutes when train is not moving.
2. **Lumberton** - Movements over State Road 2155 on the CP&L Lead, SE299.5, must be preceded by a flagman. Between the hours of one hour before sunset and one hour after sunrise and any other time that weather conditions restrict the visibility to one-half mile or less, lighted fuses must be placed on both sides of the crossing when movements are made over this crossing.
3. **Lumberton** - Movements over Second St., SEA297.9, Elizabeth Road, SEA298.7, Godwin Ave., SEA298.9, on the Duart Spur must be preceded by a flagman.
4. **St. Paul** - Movements over Broad St., SEA311.1, Louisdale St., SEA311.6, Shaws Mill Road, SEA312.5, Judd Dean Road, SEA313.4, Britt Road, SEA314.7, Chicken Foot Road, SEA316.7, and Bladen Union Church Road, SEA318.1 on the Duart Spur must be preceded by a flagman.
5. **Acme** - Southward trains picking up from storage tracks must not block crossings in excess of 15 minutes at a time.
6. **Davis Yard** - Southward trains enroute from any track south end of Davis Yard will approach State Road 1426 at restricted speed until it has been determined that the crossing signals are operating.

7. **Pembroke, NC** Northward trains on the Wilmington Subdivision will arrange to stop clear of High School road Crossing which is south of Pembroke State University until you have a signal at Pembroke that would allow you to move.

305.104 SWITCHES

1. Northward trains arriving Davis Yard will restore all crossover switches and ladder switches on North ladder used in yarding their train to normal position. Yardmaster must be advised when this is done.
2. **Campbell Soup Spur** - Switches will be left lined and locked for straight-away movement.
3. **Duart Spur** - Switches will be left lined and locked for straight-away movements.
4. **Davis Yard, Wilmington, N.C., SE359.0** - Switches for the crossover between track 0 and 31 will be left as last used. Trains approaching this crossover must be prepared to stop, expecting to find these switches lined against the desired movement.

305.105 USE OF SPECIFIED TRACKS

1. **Duart Spur** is classified as track other than main track and trains will be governed by rule 105.
2. **Castle Hayne Spur AC242.8 to AC235.2** is classified as track other than main track and trains will be governed by operating rule 105.
3. **Malmo Spur** from Davis Yard Wye Switch AC249.3 to Malmo AC255.1 is classified as track other than main track and trains will be governed by operating rule 105 not exceeding 10 MPH.
4. **A&Y Spur** from Yadkin Junction switch AC246.6 to AF286.0 is classified as track other than main track and trains will be governed by operating rule 105 not exceeding 20 MPH.
5. The track segment between SE359.0 and SE354.0 is designated as track other than main track and trains will be governed by operating rule 105, not exceeding 10 MPH.

305.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 66.

Table 283 (Page 1 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Davis Yard	Continuous	32 & 66	Terminal
AC245.9 (Hilton Bridge)	0630-2230	32	Terminal
AC248.2 (Navassa Bridge)	Continuous	32	Terminal
SE338.8	Continuous	66	Wayside
SE317.2	Continuous	66	Wayside
SE297.2	Continuous	66	Wayside
SE276.0	Continuous	66	Wayside
SE263.8	Continuous	66	Wayside

Table 283 (Page 2 of 2). Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Dispatcher (AP)	Continuous	94	Wayside

Note: AP Train Dispatcher's call-in number is 6.

AP Train Dispatcher's telephone No. is 1-800-628-4704.

Davis Yard - When radio communications are available, trains will notify the yardmaster at Davis Yard before operating between the Hilton and Navassa Drawbridges.

306.0 MISCELLANEOUS INSTRUCTIONS

1. **Lumberton, N.C., SE297.8** - Cars left on Alpha Cellulose Industry tracks must be positioned inside industry gates due to grade condition.
2. **Lumberton, N.C.** - Road train are prohibited from using the tracks breaking off the Wye track on the Duart Spur beyond the first road crossing (Cedar Street) extending behind the station to end of tracks at Chestnut Street. Only the Lumberton switcher, F-706, will be allowed to use these tracks.

NOTES:

NOTES:

310.0 W&W SUBDIVISION-WW

311.0 STATIONS LISTING AND DIAGRAM

MP Ctr Pt	↓ SOUTH ↓	STATIONS	SDG CAP (Ft)
AC139.0	SOUTH END SD	Contentnea	
AC159.8	NS	20.8 Goldsboro	
AC168.5	NS	8.7 Dudley	
AC173.5		5.0 Mount Olive	2740
AC177.2		3.7 Calypso	
AC188.8	CLINTON SPUR	11.6 Warsaw	
AC201.7		12.9 Rose Hill	4521
AC208.1	END OF TRACK	6.4 Wallace	2884
69.1 MILES CONTENTNEA TO WALLACE			

Notes:

1. Permission must be obtained from the "CE" Train Dispatcher before entering main track.
2. On-Track Equipment Instructions - Main track between limits as outlined in Note 2 must not be occupied without written authority as prescribed by Rule 704.

Method Of Operation On NS Main Track At Goldsboro

To serve the CP&L Power Plant - Trains must operate in accordance with Southern Rule 105 while using that portion of NS main track between Goldsboro Yard and the junction where the CP&L Lead springs from the NS main track, and in addition, authority must be secured from the NS to occupy the NS main track extending between NS, H127.5 (clearance point to new main track) and NS H125.5 (clearance point to CP&L Lead) in accordance with track warrant Rules 170 through 185. The CP&L Lead and tracks in the CP&L Yard are classified as tracks other than main tracks and trains will be governed by Southern Rule 105, except movements on CP&L yard tracks will not exceed 5 MPH. Switches will be left lined and locked for straight-away movement on the CP&L lead.

312.2 DTC BLOCK LIMITS

Between Contentnea And Wallace

Table 286. DTC Block Limits

Between Location/Mile Post	Block Names
AC139.0 and AC156.5	Contentnea
AC164.6 and AC171.0	Goldsboro
AC171.0 and AC186.5	Mount Olive
AC191.0 and AC197.0	Warsaw
ACA191.6 and ACA199.0	Turkey

311.1 DIAGRAM CROSS-REFERENCE

Table 284. Diagram Cross-Reference

Subdivision	Division	Page
South End	Florence	83

312.0 METHOD OF OPERATION

312.1 AUTHORITY FOR MOVEMENT

Table 285. Authority for Movement

Between Location/Mile Post	Rules
AC139.0 and AC156.5	120-132
AC156.5 and AC164.6	93 See Note 1 & 2
AC164.6 and AC186.5	120-132
AC186.5 and AC191.0	93 See Note 1 & 2
AC191.0 and AC197.0	120-132
AC197.0 and AC208.1 End Of Track	93 See Note 1 & 2
AC188.7 and ACA191.6	93 (Wye) See Note 1 & 2
AC188.9 and ACA191.6	93 (Wye) See Note 1 & 2
ACA191.6 and ACA199.0	120-132

313.0 SPEEDS

313.1 MAXIMUM AUTHORIZED SPEED

Table 287. Maximum Authorized Speed

Between Location/Mile Post	MPH
AC139.0 and AC156.5	40
AC156.5 and AC164.6	25
AC164.6 and AC186.5	40
AC186.5 and AC208.1 (End of track)	25
AC188.7 and ACA191.6 (Wye)	10
AC188.9 and ACA191.6 (Wye)	10
ACA191.6 and ACA199.0	25

313.2 SPEED RESTRICTIONS

1. All tracks, other than main track, 10 MPH.

314.0 EQUIPMENT RESTRICTIONS

Table 288. Equipment Restrictions

Location	Equipment	Restriction
Clinton Spur ACA189.0 to ACA199.0	4-Axle Wreckers	10MPH
All sidings AC139.0 to AC208.4	6-Axle Engines	Must not operate

315.0 INSTRUCTIONS RELATING TO OPERATING RULES

315.58 DEFECT DETECTORS

Table 289. Defect Detectors

Mile Post/ Location	Type	Location of Indicators/ Per- sonnel Reading Charts
Belfast AC154.0	AD	East Side

315.98 JUNCTIONS, DRAWBRIDGES AND RAILROAD CROSSINGS AT GRADE

(1) Railroad Crossings At Grade

Table 290. Railroad Crossings at Grade

Location	Rail- road	Pro- tection	Rule
Goldsboro, AC159.8	NS	Stop Signs	98-F
Goldsboro, AC160.9	NS	Sema- phore crossing signal (Note)	98-D

Note: Normally clear W&W Subdivision.

315.105 USE OF SPECIFIED TRACKS

Clinton Spur - Operation over industry owned track extending beyond ACA199.0 is governed by Rule 105, at a speed not exceeding 10 MPH.

Note:

1. A stop sign has been installed on the Clinton Spur at ACA200.0. Trains and engines will not operate over this spur track beyond that point.

315.400 RADIO STATIONS AND INSTRUCTIONS

All road trains will monitor channel 32.

Table 291. Radio Stations and Instructions

Mile Post Location	Hours of Operation	Channel Monitored	Type Station
Goldsboro	Continuous	32	Wayside
Warsaw Agency	0700-1600 Ex. Sat and Sun	32&66	Terminal
Warsaw AC188.8	Continuous	32	Wayside
Wallace AC208.1	Continuous	32	Wayside
Dispatcher (CE)	Continuous	94	Wayside

Note: CE Train Dispatcher's call-in number is 3.

CE Train Dispatcher's telephone No. is 1-800-445-5518.

NOTES:

FLORENCE SERVICE LANE SPECIAL INSTRUCTIONS

1003.00. EQUIPMENT PLACEMENT RESTRICTIONS

1003.01. Diesel Units

1. Maximum numbers of units

A maximum of twelve units may be used in a locomotive consist, in multiple or in tow, when the maximum authorized speed on the subdivision is greater than 25 MPH.

EXCEPTION: Current restrictions in special instructions that restrict the class or number of locomotive units or weight of equipment that may be operated at a specific location are still in effect. All industrial spur operations and branch lines are restricted to a maximum of eight units.

The following subdivision have a maximum authorized speed greater than 25 MPH but are restricted to a maximum of eight units:

Belton
Georgetown
Hopewell
Parmele
Tarboro
WSSB

1004.00. EQUIPMENT HANDLING RESTRICTIONS

1004.03 CSX Train Documents

CSX Train Documentation will have codes and dimensions indicating the car is a clearance implicated shipment. Clearance instructions will be made part of the crews CSX Train Documentation. If the clearance instructions covering a clearance implicated shipment, is not received, the appropriate Transportation Department personnel must provide clearance instructions to the train crew prior to the train's departure.

Engineer, conductor and crew members must examine their CSX Train Documentation to determine all pertinent information concerning their train as per Train Handling Rules.

1004.04. Double Stack And Multilevel Movements

Unless otherwise authorized by a Clearance Bureau Wire or by the Director System Control, the following are the maximum double stack and multi-level heights allowed on the Florence Division Main tracks and Sidings. CSXT Train Documentation will list this equipment as restricted and will show applicable height dimensions.

Table 292. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Aberdeen	19' 2"	19' 1"
Andrews	20' 2"	20' 2"
Augusta	20' 2"	20' 2"
Charleston	20' 2"	20' 2"
Charlotte	19' 2"	19' 1"
CN&L	20' 2"	20' 2"
Columbia	19' 2"	19' 1"

Table 292. Double Stack and Multilevel Movements

Subdivisions	Double Stack	Multi-Level
Creston	19' 2"	19' 1"
Cross	19' 2"	19' 1"
Eastover	19' 2"	19' 1"
Hamlet	19' 2"	19' 1"
Hamlet Terminal	19' 2"	19' 1"
Lane	20' 2"	20' 2"
McCormick	19' 2"	19' 1"
Monroe (Note 1)	19' 2"	19' 1"
North End	19' 2"	19' 1"
Orangeburg	19' 2"	19' 1"
Portsmouth	19' 0"	19' 1"
South End	19' 2"	19' 1"
Spartanburg	18' 2"	19' 1"
Wilmington	19' 2"	19' 1"
Yemassee (Note 2)	20' 2"	20' 2"
All other subdivisions	Prohibited	Prohibited

Note:

1. 20' 2" in ATR multilevel and double stack equipment is permitted between Abbeville, S.C. and Dover, S.C.
2. 20' 2" double stack and multi-level equipment must not operate on East Track or yard track under overhead bridge A444.1

1004.17. Sperry Rail Test Car -

Restricted equipment Rule 40 will be applied when these vehicles are operating as a train which limits the operating speed to 30 MPH. When operating these vehicles as on-track equipment, Rule 720 will be applied, which will limit the operating speed to 1/2 the range of vision not exceeding 40 MPH.

1006.00. RADIOS

1006.02. Selecting Channel Numbers

Employees are required to monitor the radio channel designation assigned to the area in which they are working. If necessary to use another channel designation temporarily, they must immediately return to the assigned channel designation after transmission is completed.

Engineering production unit employee in charge will monitor the appropriate road radio channel designation number as outlined below.

ALL CHANNEL RADIO POSITIONS

Table 293. All Channel Radio Positions

Designation	TX	RX	User Territory
Engineering	45	45	Engineering Forces

1006.04. Initiating A Radio Call-In

1. Select Appropriate Train dispatcher channel and when using:

(a) Trackstar III Radio, set "DTMF-TONE" switch in "DTMF" position. Press the "Select" button until the call number is displayed. Press the "Send" button for two seconds and release.

(b) Motorola MCX's (Early Model) - Radio, rotate "Tone" switch until the call number is displayed and the light to the left of tone display indicated "DTMF". Press the "DISP" button for two seconds and release.

(c) Motorola (Late Model) and Aerotron radios-press and hold the call number push-button for two seconds and release.

(d) Mobile radios-equipped with "Touch-Tone" microphones, press and hold the designated number Push-Button for two seconds. It is not necessary to operate push-to-talk switch when using this type of microphone.

2. Within ten seconds after a call in has been performed, an "Answer Back" tone would be heard. Wait for the train dispatcher to answer the call. If the "Answer-Back" tone is not heard, the caller should wait for one minute and try again.

1006.05. Emergency Radio Call-In Procedure

When an emergency arises as defined in Operating Rule 415, the following procedure will be used to initiate an emergency Call-In to the train dispatcher.

1. Select the appropriate train dispatcher channel and when using:

a) Trackstar III radio set "DTMF-Tone" switch in "DTMF" position.

Press the "SELECT" button until the call number 9 is displayed

Press the "SEND" button for two seconds and release.

b) Motorola MCX's (Early Model), rotate the "TONE" switch until the call number 9 is displayed and the light to the left of the tone display indicates "DTMF". Press "DISP" button for two seconds and release.

c) Motorola (Late Model) and Aerotron Radios, press the call number 9 button for two seconds and release.

d) Mobile radios equipped with "TOUCH-TONE" Microphones, press the call number 9 button for two seconds and release.

2. An answer-back tone will not be heard.

3. During the next 20 seconds, the radio is directed onto the train dispatcher's monitor speaker and the employee will immediately broadcast his emergency message in accordance with Operating Rule 415, identifying:

a) Transmitting unit (train identification or title and name),

b) Precise location,

c) Specific train dispatcher console (several may be coded in), and

d) Nature of the emergency.

4. When call number 9 has been transmitted, an emergency call indication will appear and remain on the train dispatcher's console until he acknowledges the Call-In.

1006.06. Locomotive Mobile Radio Access To Mechanical Desk

1. Train Handling Rules Requirement

a) Train Handling Rule 2.1.1 requires the locomotive engineer to advise the train dispatcher when a locomotive develops problems that could affect the efficient operation of the train.

b) Details of the malfunction or failure must be properly reported on the locomotive work report (Form 5001 B).

2. Enhanced Locomotive/Train Safety And Efficiency

a) To improve locomotive/train safety and efficiency, mechanical department personnel will be available to locomotive engineers 24 hours a day. This will enable the locomotive engineer to advise the mechanical department directly, by radio or mobile access, of problems they are encountering.

3. Train Dispatcher/Mechanical Department Communication

a) A mobile telephone system is in place on some locomotive radios. These radios are identified by three red dots on the radio "ID" face plate.

b) This mobile telephone system is a touch tone coded, mobile radio system which permits communications between the locomotive engineer and mechanical department personnel by radio.

c) If the locomotive radio is not equipped, the locomotive engineer will, as in the past, be able to contact the train dispatcher who will be able to connect the engineer with the mechanical department personnel via the road channel.

d) If the train dispatcher needs to end the conversation between the engineer and the mechanical department personnel he will directly notify the mechanical department personnel to end the current conversation. At that time the conversation between the locomotive engineer and the mechanical department personnel will end and may be continued at a later time.

4. Radio Rules Compliance

a) All applicable radio rules 400 - through - 425 will apply.

b) Communication between the engineer and the mechanical department personnel must not be attempted on a moving train if it will impair the safety of the train.

c) The conductor will continue to monitor the road channel while the engineer is talking with the mechanical department personnel.

5. Mobile Units - To Telephone

a) From the directory below of base locations, find the frequency (TX/RX = 19/77, 16/88, 87/52 or 42/77) and the access disconnect code of the station you wish to use. Observe whether the base station is on the CSX network or is SDN.

1) Select the desired radio channel (TX/RX = 19/77, 16/88, 87/52 or 42/77).

- 2) Depress the access code for the desired base and wait for dial tone.
- 3) If the base station is on the CSX network, dial the desired telephone number.
- 4) If the base is SDN, dial 1-700 then the CSX network number.
- 5) If the base is Non-SDN, you cannot make a call on the CSX network. However, you can call an 800 number.
- 6) Upon completion of the call, depress the disconnect code to disconnect mobile telephone and wait for automatic identifier to clear radio before attempting to re-use the mobile phone.

6. Base Locations

Note:

1. (SDN) denotes SDN PBX Location. SDN locations telephone number is 1-700-381-5555.
2. (CSX) denotes CSX PBX Location. CSX (network) locations telephone number is 8-388-5555.

Aberdeen Subdivision

Table 294. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Apex, NC (SDN)	87	52	204*	204#

Belton Subdivision

Table 295. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Golden Grove, SC (SDN)	16	88	371*	371#

Charleston Subdivision

Table 296. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Florence, SC (CSX)	19	77	311*	311#
Lane, SC (SDN)	19	77	361*	361#
Charleston, SC (CSX)	19	77	321*	321#
Savannah, Ga (CSX)	19	77	511*	511#

Charlotte Subdivision

Table 297. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Charlotte, NC (CSX)	19	77	821*	821#
Cherryville, NC (SDN)	16	88	831*	831#
Bostic, NC (SDN)	87	52	441*	441#

CN&L Subdivision

Table 298. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Newberry, SC (SDN)	87	52	361*	361#

Columbia Subdivision

Table 299. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Columbia, SC (CSX)	19	77	351*	351#
Denmark, SC (SDN)	19	77	332*	332#
Estill, SC (SDN)	19	77	333*	333#
Savannah, Ga (CSX)	19	77	511*	511#

Eastover Subdivision

Table 300. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Sumter, SC (SDN)	16	88	312*	312#

Hamlet Subdivision

Table 301. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Hamlet, NC (CSX)	19	77	221*	221#
McBee, SC (SDN)	19	77	331*	331#
Lugoff, SC (SDN)	19	77	341*	341#
Columbia, SC (CSX)	19	77	351*	351#

Lane Subdivision

Table 302. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Sumter, SC (SDN)	16	88	312*	312#

McCormick Subdivision

Table 303. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Clark Hill, SC (SDN)	87	52	581*	581#

Monroe Subdivision

Table 304. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Hamlet, NC (CSX)	19	77	221*	221#
Marshville, NC (SDN)	87	52	811*	811#
Catawba, SC (SDN)	19	77	641*	641#
Carlisle, SC (SDN)	16	88	631*	631#
Abbeville, SC (SDN)	19	77	626*	626#

North End Subdivision

Table 305 (Page 1 of 2). Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Richmond, Va (CSX)	19	77	121*	121#
Richmond, Va (CSX)	16	88	501*	501#
Collier, Va (SDN)	87	52	281*	281#

Table 305 (Page 2 of 2). Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Jarratt, Va (SDN)	16	88	271*	271#
Weldon, NC (SDN)	87	52	261*	261#
Bricks, NC (SDN)	16	88	251*	251#
Rocky Mount, NC (CSX)	19	77	241*	241#

Portsmouth Subdivision

Table 306. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Suffolk, Va (SDN)	19	77	262*	262#

Southend Subdivision

Table 307. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Rocky Mount, NC (CSX)	19	77	241*	241#
Micro, NC (SDN)	19	77	206*	206#
Benson, NC (SDN)	16	88	205*	205#
Fayetteville, NC (CSX)	19	77	207*	207#
Pembroke, NC (CSX)	19	77	208*	208#
Dillon, SC (SDN)	87	52	209*	209#
Florence, SC (CSX)	19	77	311*	311#

Wilmington Subdivision

Table 308. Locomotive Mobile Access

Location	TX	RX	Acc	Dis
Clarkton, NC (SDN)	16	88	210*	210#
Leland, NC (SDN)	19	77	211*	211#

1040.00. MISCELLANEOUS INSTRUCTIONS**1040.05. Automatic Switches -**

Except for the Hamlet Terminal Subdivision the only switches that may be trailed through are the switches designated as spring switches. Although at certain locations, we have hand operated switches, that in the past were designated as "run through switches," these switches must be operated by hand before equipment passes over the switches.

Exception: - Automatic switches Hamlet Terminal Subdivision.

1040.06. Switch Targets -

Siding and yard switch targets and/or lights may display white (lunar) when set for straight track.

1040.08. Waybills On Unit Coal Trains -

Conductors on unit coal trains will advise dispatcher promptly if they are not furnished waybill covering their train, giving the dispatcher the head car initial and number in order that waybill can be retrieved at the next terminal.

1040.09. Switches -

A red tag secured to a switch lock will indicate that the switch is out of service. Switches secured in this manner must not be used. It may or may not be spiked.

1040.14. Unit Coal Trains Equipped With Auxiliary Dump System -

The trains listed below are equipped with an air dump system for automatic unloading and must be operated from the indicated unloading location with the locomotive main reservoir end cock closed and the locomotive-to-auxiliary train line hose removed. This will cause the rapid discharge system to become void of air and therefore eliminate any possibility of these cars dumping enroute. Upon arrival at the "location to begin charging dumping system" the locomotive-to-auxiliary train line hose must be reapplied and the end cock on the locomotive opened to permit charging the system for unloading.

Train Desig	ID	Loc to begin charging dump system	Unloading location
U148-U172	Taft	Sanford, Fl.	Orlando, Fl.
U140-u147	Lakeland	Wildwood, Fl.	Lakeland, Fl.
U120-U132	Hague	Baldwin, Fl.	Gainesville, Fl.
N130-N131	Tampa Elec.	Tampa, Fl.	Sutton, Fl.
N110-N129	Cry. Riv.	Red Level Jct.	Crystal Riv., Fl.
T140-T141	Brooksville	Tampa, Fl.	Brooksville, Fl.
N250-N272	Stilesboro	Etowah, Tn.	Cartersville, Ga.
N200-N240	Harlee	Atlanta, Ga.	Harlee, Ga.
U250-U269	Jac Mac	Atlanta, Ga.	Jac Mac, Ga.
U280-U288	Pascagoula	Mobile, Al.	Pascagoula, Ms.
U230-U232	Gasden Gasden	Lagrange, Al. Lagrange, Al.	Ala Power West Jeff, Al.

At the loading facility, after these trains have been loaded they must be inspected to determine:

1. The locomotive-to-auxiliary train line has been removed and,
2. All hoses are coupled and angle cocks properly positioned.

If for any reason it becomes necessary to charge the rapid discharge dumping system - extreme caution must be used.

Along line of road when making an inspection of the train per operating Ruel 56, paragraph #2 all rapid discharge hoses must be checked to determine they are coupled and the angle cocks properly positioned. If the

cars are uncoupled and then re-coupled, the auxiliary dump hoses must be reconnected.

1040.17. Highway Signal Protection -

*TX 85 foot or longer flat cars must not be left within limits of a protected highway crossing unless coupled to another car.

1040.20. Issue And Distribution Of Superintendent's Bulletins -

This has reference to issuance of Florence Division superintendent's bulletins on the North, South, and West Districts with the subdivisions for each district as shown below:

Table 309. Superintendent's Bulletin Districts

North	South	West
Bellwood	Andrews	Aberdeen
Hopewell	Augusta	Belton
North End	Charleston	Charlotte
Parmele	Columbia	CN&L
Portsmouth	Creston	Hamlet
Richmond Term.	Cross	Hamlet Term.
South End	Eastover	Monroe
Tarboro	Georgetown	McCormick
Wilmington	Lane	Norlina
W&W	Orangeburg	Spartanburg
		Terrell

1040.21. Instructions for installation and use of "Helper Link" Equipment

1. Description of the "Helper Link" system.

The helper link equipment consists of a two piece "Helper Link" control box. Each of these components weigh approximately 35 pounds. The "Helper Link" control box controls the automatic brake system of the helper locomotives and allows operation of the knuckle lift pin from inside the helper locomotive control cab. The train being shoved must be equipped with a ETD 2.

The "Helper link" control box is connected to the automatic brake system via the train line air hose of the helper locomotive. By utilizing the communication system of the ETD 2 and "Helper Link" box, the automatic brake system on the helper is activated to apply and release the helper locomotive's brakes. Should it become necessary for the helper engineer to place the train in emergency, the "Helper Link" control box utilized the two way communication system to initiate an emergency application from the rear.

The "Helper Link" control box operates through the trainline power reduction controls and utilizes main reservoir air pressure to actuate the knuckle pin lift mechanism. This allows the helper locomotives to detach from the train while still moving.

2. Installation of the "Helper Link" control box:

The "Helper Link" control box attaches to the helper locomotive on the end being coupled to the rear car of the train. The "Helper Link" control box is held in place by small chains placed around upright handrail stanchions.

- Place the lower unit of the "Helper Link" control box on the locomotive platform and secure.
- Install the upper unit of the "Helper Link" control box on top of the lower unit and secure.

c) Make the following connections on the lower unit:

Main reservoir hose: This hose is coupled to the main reservoir equalizing hose on the locomotive and end cock opened.

Brake pipe hose: This hose is coupled to the brake pipe hose on the helper locomotive and angle cock opened.

Locomotive jumper cable: The locomotive jumper cable is inserted into the "Helper Link" control box receptacle.

Coupler lift mechanism: The "Helper Link" control box also incorporates a coupler lift mechanism. The pin lift mechanism mounts under the walkway above the drawbar, it is held in place by two J-bolts mounted to underside of walkway. The mechanism has a lifting hook that must be attached to the coupler pin lift loop on the locomotive coupler. A small diameter pneumatic hose connects the knuckle pin lift mechanism to the "Helper Link" control box.

d) Install the connecting cable between the upper and lower units of the "Helper Link" control box.

e) Insure that all hoses and locomotive jumper cables will not interfere with the operation of the lift chain which has been connected to the coupler.

3. Testing the "Helper Link" control box:

a) Close the knuckle on the locomotive end attached to the "Helper Link" control box.

b) Return to the locomotive cab.

c) Position the trainline power reduction rheostat knob on the helper locomotive to full power.

d) Position the power reduction toggle switch to trainline (all units) position.

e) Inspect the knuckle attached to the "Helper Link" control box to determine that knuckle pin is in the lifted position. If the coupler pin has lifted, the equipment is ready for use.

Note: If the knuckle pin is not in the lifted position reexamine the main reservoir equalizing end cock and jumper cable connection from helper locomotive to "Helper Link" control box. Then retest per steps 2 through 4.

f) Turn the trainline power reduction switch to the off position.

4. Operation of the "Helper Link" control box:

Before attaching to the rear of the train, the engineer must make a safety stop. While stopped, ascertain that the knuckle on the helper locomotive is open on the end to be attached to the train. After coupling to the rear of the train, stretch the slack to insure that the coupling made and position the helper locomotive brake equipment per THR 2 rule 8.0.0 A 1. A crew member must make a visual inspection of the helper locomotive to see that the telemetry device is still in place and that none of the hoses will be affected by the coupler once movement begins. Before movement begins, the "Helper Link" control box lid must be opened and perform the following start up tasks:

- Set the thumb wheel switch assembly numbers to the id code number of the ETD 2.

- b) Check the communication between the "Helper Link" control box and the ETD 2 by pressing the com/check (communications check) push button.

The alphanumeric display will read "COM OK".

- c) Start the electronic signal by pressing the enable button.

The "Helper Link" enable light will illuminate indicating the electronic signal is connected. This connection establishes the signal that will maintain the helper locomotive's brake pipe pressure at the same level as brake pipe pressure at rear of train.

- d) Close "Helper Link" control box lid.
- e) Return to the operating cab of the helper locomotive.
- f) The helper engineer must observe brake pipe pressure and notify the engineer on lead locomotive when ready to begin the helper service brake test (THR 1.2.7).

The brakes will apply and release on helper locomotive as if the train line air brake hoses were coupled between the helper locomotive and the rear car. Once the helper service brake test is completed, train is ready to proceed.

If necessary for the helper engineer to initiate an emergency brake application, the automatic brake valve is placed in the emergency position on the helper locomotive. The "Helper Link" control box will transmit an emergency brake application signal request via the ETD 2.

When the lead engineer operates the automatic brake valve, the ETD 2 transmits the reduction or increase in brake pipe pressure to the "Helper Link" control box resulting in an application or release of the brakes on the helper locomotive.

5. Detaching in motion:

It is not necessary to stop train to detach the helper locomotive. The following sequence is used to detach from the moving train.

- a) Turn the power reduction to full power.
- b) Position the toggle switch to trainline power reduction.

The coupler lift mechanism will operate lifting the helper locomotive coupler pin. When coupler lift mechanism is activated, communication between "Helper Link" control box and ETD 2 has been eliminated.

- c) Reduce the throttle, allowing ample time between throttle changes, to allow slack to stretch.
- d) Control the independent brake cylinder pressure to prevent sliding of the locomotive wheels and bring the helper locomotive to a stop.

Note: No emergency brake application will occur from:

the separation of the equipment.

6. Operation of the "Helper Link" control box alarm feature:

After the "Helper Link" control box establishes communication with the ETD 2 on the rear of the train, should the ETD 2 or "Helper Link" control box malfunction, the alarm bell will ring in the helper locomotive cab indicating a problem.

1040.22. Conditioning Of Brakes

At the following locations, locomotive engineers must comply with train handling rule 3.2.7.

Locations are:

Richmond
Rocky Mount
Florence
Hamlet
Wilmington
Charleston

NOTES:

TONNAGE CHART

FLORENCE SERVICE LANE TONNAGE RATINGS

	GP30M						
	GP38						
	GP39						
	GP40						
	SD20		SD-60				
	SD38		SD40		C 40-8		
MP15	B23-7	B40-8	SD45		CW40-8		CW44AC
GP15	B30-7	B36-7	C30-7	SD-50	CW44-9		CW60AC

ABERDEEN SUBDIVISION

Raleigh to Method	1550	2050	2350	3150	3750	4050	5500
Method to Hamlet	1750	2300	2600	3500	4150	4550	6100
Hamlet to Raleigh	1600	2100	2400	3200	3800	4150	5600
Durham to Apex	1550	2050	2350	3150	3750	4050	5500
Apex to Durham	2350	3100	3550	4750	5650	6150	8300

ANDREWS SUBDIVISION

Andrews and Charleston	3450	4550	5150	6900	8200	8950	12050
Andrews to East Junction	3150	4150	4700	6300	7500	8150	11000
East Junction to Hamlet	2050	2700	3050	4100	4850	5300	7150
H'let to Flrnce viaDilln	3050	4050	4600	6150	7300	7950	10750
Flrnce to E.Jct viaDilln	3150	4150	4700	6300	7500	8150	11000
Hamlet to Andrews	3150	4150	4700	6300	7500	8150	11000

AUGUSTA SUBDIVISION

Augusta to Robbins	4000	5250	6000	8000	9500	10400	14000
Robbins to Yemassee	2200	2900	3300	4450	5300	5750	7750
Yemassee to Robbins	1850	2450	2800	3750	4450	4850	6550
Robbins to Augusta	2950	3850	4400	5900	7000	7650	10300

BELLWOOD SUBDIVISION

Richmond to Centralia	1600	2100	2400	3200	3800	4150	5600
Centralia to Brown St.	2450	3250	3700	4950	5900	6400	8650
Brown St. to Richmond	1350	1800	2050	2750	3250	3550	4800

BELTON SUBDIVISION

Spartanburg to Belton	1750	2300	2650	3550	4200	4600	6200
Belton to Greenwood	2800	3650	4200	5600	6650	7250	9800
Greenwood to Spartanburg	1750	2300	2650	3550	4200	4600	6200

CHARLESTON SUBDIVISION

Florence to Charleston	2800	3650	4200	5600	6650	7250	9800
Charleston to Savannah	3350	4400	5000	6700	7950	8700	11700
Savannah to Charleston	3400	4450	5100	6800	8100	8800	11900
Charleston to Florence	2900	3800	4350	5800	6900	7500	10150
Hutchinson & Hardeeville	2650	3450	3950	5300	6300	6850	9250

CHARLOTTE SUBDIVISION

Monroe and Charlotte	1750	2300	2650	3550	4200	4600	6200
Charlotte to Bostic Yard	1400	1850	2100	2850	3350	3700	4950
Bostic Yard to Charlotte	1400	1850	2100	2850	3350	3700	4950

CHEMWAY SUBDIVISION

Pinoca to Mount Holly	4900	6450	7350	9800	11650	12700	17150
Mount Holly to Pinoca	1750	2300	2650	3550	4200	4600	6200

**FLORENCE SERVICE LANE
TONNAGE RATINGS**

	GP30M						
	GP38						
	GP39						
	GP40						
	SD20			SD-60			
	SD38			SD40		C 40-8	
MP15	B23-7	B40-8	SD45			CW40-8	CW44AC
GP15	B30-7	B36-7	C30-7	SD-50	CW44-9		CW60AC

CN&L SUBDIVISION

Laurens to Brand	1650	2200	2500	3350	3950	4350	5850
Brand to Newberry	1850	2450	2800	3750	4450	4850	6550
Newberry to Columbia	1750	2300	2650	3550	4200	4600	6200
Columbia to Newberry	1600	2100	2400	3250	3850	4200	5650
Newberry to Laurens	1700	2250	2550	3450	4100	4450	6000

COLUMBIA SUBDIVISION

Savannah and Fairfax	2950	3850	4400	5900	7000	7650	10300
Fairfax to Denmark	2150	2850	3250	4350	5150	5650	7600
Denmark to Silica	1650	2200	2500	3350	3950	4350	5850
Silica to Cayce	4450	5850	6650	8900	10600	11550	15550
Cayce to Dixiana	2450	3250	3700	4950	5900	6400	8650
Dixiana to Gaston	1650	2200	2500	3350	3950	4350	5850
Gaston to Denmark	2150	2850	3250	4350	5150	5650	7600
Denmark to Fairfax	2450	3250	3700	4950	5900	6400	8650

CRESTON SUBDIVISION

Creston to Giant	2500	3300	3750	5050	6000	6550	8800
Giant to Creston	3550	4650	5200	7100	8450	9200	12400

CROSS SUBDIVISION

Cross Jct. and Cross	2600	3400	3900	5200	6150	6750	9100
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EASTOVER SUBDIVISION

Sumter to Columbia	2150	2850	3250	4350	5150	5650	7600
Columbia to Malta	2400	3150	3600	4800	5700	6200	8400
Malta to Wedgefield	1450	1900	2200	2950	3500	3800	5150
Wedgefield to Sumter	2950	3850	4400	5900	7000	7650	10300

HAMLET SUBDIVISION

Hamlet to Cayce	1650	2200	2500	3350	3950	4350	5850
Cayce to McBee	1650	2200	2500	3350	3950	4350	5850
McBee to Hamlet	2150	2850	3250	4350	5150	5650	7600

HOPEWELL SUBDIVISION

Hopewell and Bellwood	2450	3200	3650	4900	5800	6350	8550
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LANE SUBDIVISION

Sumter to Lane	3600	4750	5400	7200	8550	9350	12600
Lane to Sumter	3100	4100	4650	6250	7450	8100	10900

**FLORENCE SERVICE LANE
TONNAGE RATINGS**

GP30M

GP38

GP39

GP40

SD20

SD-60

SD38

SD40

C 40-8

MP15

B23-7

B40-8

SD45

CW40-8

CW44AC

GP15

B30-7

B36-7

C30-7

SD-50

CW44-9

CW60AC

McCORMICK SUBDIVISION

Augusta to McCormick	1250	1650	1850	2500	2950	3250	4350
McCormick to Maxwell	1800	2400	2700	3650	4350	4700	6350
Maxwell to McCormick	2100	2750	3150	4200	5000	5450	7350
McCormick to Dan	1450	1900	2200	2950	3500	3800	5150
Dan to Augusta	3650	4850	5500	7350	8750	9550	12850

MONROE SUBDIVISION

Hamlet and Monroe	1750	2300	2650	3550	4200	4600	6200
Monroe to Abbeville	1450	1900	2200	2950	3500	3800	5150
Abbeville to Monroe	1450	1900	2200	2950	3500	3800	5150

NORLINA SUBDIVISION

Norlina and Raleigh	1800	2350	2700	3600	4250	4650	6300
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NORTH END SUBDIVISION

Richmond to Centralia	2650	3500	4000	5350	6350	6950	9350
Centralia to Richmond	2650	3500	4000	5350	6350	6950	9350
Centralia to S. Collier	2550	3350	3850	5150	6100	6650	9000
S. Collier to Centralia	2550	3350	3850	5150	6100	6650	9000
S. Collier & S. Rocky Mt	2550	3350	3850	5150	6100	6650	9000

ORANGEBURG SUBDIVISION

Sumter to Robbins	2350	3100	3500	4700	5600	6100	8200
Robbins to Sumter	2600	3400	3900	5200	6150	6750	9100
Sumter to Florence	3500	4600	5250	7000	8300	9100	12250
Florence to Sumter	4000	5250	6000	8000	9500	10400	14000

PARMELE SUBDIVISION

Parmeale to Greenville	1750	2300	2650	3550	4200	4600	6200
Greenville to Elmer	2450	3200	3650	4900	5800	6350	8550
Greenville to Parmele	3350	4400	5000	6700	7950	8700	11700

PORTSMOUTH SUBDIVISION

Portsmouth to N. Weldon	2550	3350	3850	5150	6100	6650	9000
Nurney to Bruce	2950	3850	4400	5900	7000	7650	10300
Bruce to Nurney	2550	3350	3850	5150	6100	6650	9000

SOUTH END SUBDIVISION

S. Rocky Mt to Contentnea	3050	4050	4600	6150	7300	7950	10750
Contentnea to Dillon	2350	3100	3500	4700	5600	6100	8200
Dillon to Florence	3050	4050	4600	6150	7300	7950	10750
Florence to Dillon	3350	4400	5000	6700	7950	8700	11700
Dillon to Contentnea	2700	3550	4050	5400	6400	7000	9450
Contentnea to S. Rocky Mt	3350	4400	5000	6700	7950	8700	11700
Roseboro to Fayetteville	2600	3450	3900	5250	6250	6800	9150
Fayetteville to Fort Jct	1500	2000	2250	3050	3600	3950	5300
Fort Jct to Fayetteville	2950	3850	4400	5900	7000	7650	10300
Fayetteville to Roseboro	3050	4050	4600	6150	7300	7950	10750

**FLORENCE SERVICE LANE
TONNAGE RATINGS**

	GP30M						
	GP38						
	GP39						
	GP40						
	SD20		SD-60				
	SD38		SD40		C 40-8		
MP15	B23-7	B40-8	SD45		CW40-8	CW44AC	
GP15	B30-7	B36-7	C30-7	SD-50	CW44-9	CW60AC	

SOUTHERN RAILWAY

Belton and Anderson	650	850	1000	1350	1600	1750	2350
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SPARTANBURG SUBDIVISION

Maxwell and Irby	1300	1700	1950	2600	3050	3350	4550
Irby and Spartanburg	1300	1700	1950	2600	3050	3350	4550

TARBORO SUBDIVISION

S. Rocky Mt. to Plymouth	4150	5500	6250	8350	9950	10850	14600
Plymouth to Tarboro	2450	3250	3700	4950	5900	6400	8650
Tarboro to S. Rocky Mt.	2650	3450	3950	5300	6300	6850	9250

TERRELL SUBDIVISION

Mount Holly to Terrell	2100	2800	3150	4250	5050	5500	7400
Terrell to Mount Holly	1400	1850	2100	2850	3350	3700	4950

WILMINGTON SUBDIVISION

Hamlet and Laurel Hill	2000	2600	3000	4000	4750	5200	7000
Laurel Hill and Davis Yd	3150	4150	4700	6300	7500	8150	11000

W&W SUBDIVISION

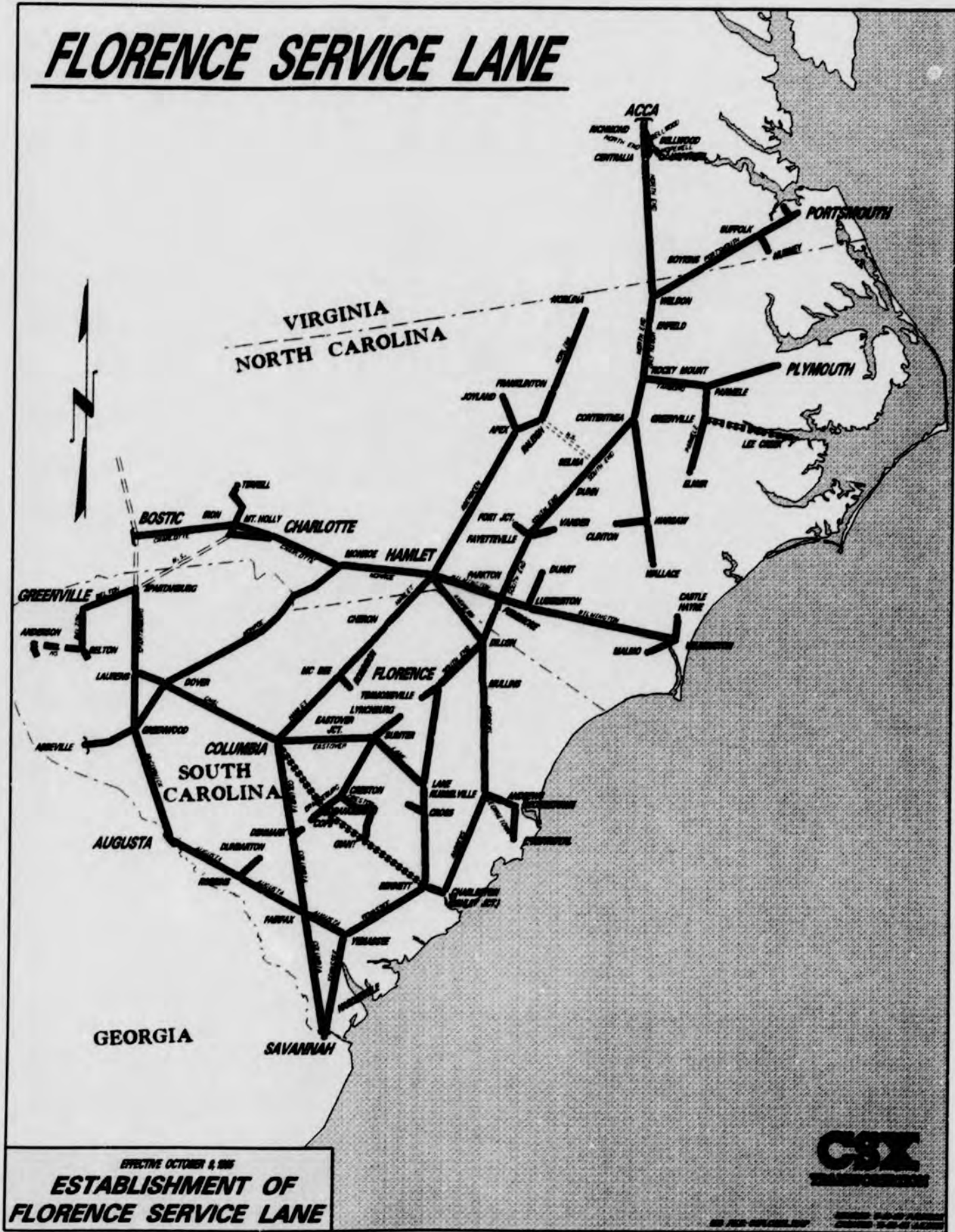
Contentnea and Wallace	2550	3350	3850	5150	6100	6650	9000
Clinton and Warsaw	1550	2050	2350	3150	3750	4050	5500

YEMASSEE SUBDIVISION

Charleston to Savannah	3350	4400	5000	6700	7950	8700	11700
Savannah to Charleston	3400	4450	5100	6800	8100	8800	11900
Hutchinson and Hardeeville	2650	3450	3950	5300	6300	6850	9250

Note: When AC44CW or AC60CW locomotives are used in single unit head end service, their ratings will be reduced by 10%.

FLORENCE SERVICE LANE



EFFECTIVE OCTOBER 8, 1988
**ESTABLISHMENT OF
 FLORENCE SERVICE LANE**

CSX
 TRANSPORTATION

NO FEE-OF-CARRIAGE

STATION PLACES PREVIOUS
 CHANGED 10-10-88

1047.00 SPEED TABLE

Time Per Mile	Mile Per Hour	Time Per Mile	Mile Per Hour	Time Per Mile	Mile Per Hour
Min. Sec.		Min. Sec.		Min. Sec.	
0 45	80.00	1 32	39.13	2 19	25.90
0 46	78.26	1 33	38.71	2 20	25.71
0 47	76.59	1 34	38.29	2 21	25.53
0 48	75.00	1 35	37.89	2 22	25.35
0 49	73.47	1 36	37.50	2 23	25.17
0 50	72.00	1 37	37.11	2 24	25.00
0 51	70.59	1 38	36.73	2 25	24.83
0 52	69.23	1 39	36.36	2 26	24.66
0 53	67.92	1 40	36.00	2 27	24.49
0 54	66.66	1 41	35.64	2 28	24.32
0 55	65.45	1 42	35.29	2 29	24.16
0 56	64.28	1 43	34.95	2 30	24.00
0 57	63.16	1 44	34.61	2 31	23.84
0 58	62.07	1 45	34.29	2 32	23.68
0 59	61.02	1 46	33.96	2 33	23.53
1 00	60.00	1 47	33.64	2 34	23.38
1 01	59.02	1 48	33.33	2 35	23.23
1 02	58.06	1 49	33.03	2 36	23.08
1 03	57.14	1 50	32.73	2 37	22.93
1 04	56.25	1 51	32.43	2 38	22.78
1 05	55.38	1 52	32.14	2 39	22.64
1 06	54.54	1 53	31.86	2 40	22.50
1 07	53.73	1 54	31.58	2 41	22.36
1 08	52.94	1 55	31.30	2 42	22.22
1 09	52.18	1 56	31.03	2 43	22.08
1 10	51.43	1 57	30.77	2 44	21.95
1 11	50.70	1 58	30.51	2 45	21.82
1 12	50.00	1 59	30.25	2 46	21.69
1 13	49.31	2 00	30.00	2 47	21.56
1 14	48.65	2 01	29.75	2 48	21.43
1 15	48.00	2 02	29.51	2 49	21.30
1 16	47.37	2 03	29.27	2 50	21.18
1 17	46.75	2 04	29.03	2 51	21.05
1 18	46.15	2 05	28.80	2 52	20.93
1 19	45.45	2 06	28.57	2 53	20.81
1 20	45.00	2 07	28.34	2 54	20.70
1 21	44.44	2 08	28.12	2 55	20.58
1 22	43.90	2 09	27.91	2 56	20.45
1 23	43.37	2 10	27.69	2 57	20.34
1 24	42.86	2 11	27.48	2 58	20.22
1 25	42.35	2 12	27.27	2 59	20.11
1 26	41.86	2 13	27.07	3 00	20.00
1 27	41.38	2 14	26.87	4 00	15.00
1 28	40.91	2 15	26.66	6 00	10.00
1 29	40.45	2 16	26.47	12 00	5.00
1 30	40.00	2 17	26.28		
1 31	39.56	2 18	26.09		